

Chapter 7
Preliminary Environmental Analysis

**SR 60 Truck Lane
Feasibility Study
Environmental Report**

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May 30, 2000

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Executive Summary

This SR 60 Truck Lane Feasibility Study Environmental Report provides information about the anticipated environmental impacts that can be expected to arise from construction of truck lane improvements on SR 60. The study area includes one-quarter mile on either side of the current SR 60 freeway between I-710 on the west and the interchange with Etiwanda St., just east of I-15. Only conceptual level designs have been produced for this feasibility study, thus allowing only, general estimates of impacts to be made. Accordingly, this report focuses on identification of the types, locations and magnitudes of likely impacts.

Screening of Initial Strategies

Initially, three conceptual improvement strategies were considered to address truck and automobile congestion:

- Mixed trucks with car pools— allowing trucks to use HOV lanes.
- Add truck lanes at freeway grade— designating two or more outside lanes, or adding 2 to 4 lanes for truck use.
- Add new lanes above freeway grade— adding elevated lanes for truck or auto use.

To support consideration of these strategies, an Overview of Potential Environmental Issues was prepared. This overview identifies the environmental issues and constraints associated with each strategy and provides a comparison of anticipated conceptual impacts for the three conceptual strategies. The overview is provided in Appendix A.

Analysis of Recommended Alternative

The strategy to allow the mixed use of High Occupancy Vehicle (HOV) lanes for auto and truck traffic was not advanced for further consideration. An alternative that combined adding truck lanes at-grade in some sections and creating above-grade lanes in other sections was developed. Implementation of such an alternative would require new right-of-way along both sides of the existing freeway, construction of new lanes at the same grade as current lanes in some areas, construction of elevated lanes in some areas, and changes to existing interchanges. The likely impacts of this alternative are reported using the Caltrans' Preliminary Environmental Assessment Report (PEAR) format, supported by a CEQA Environmental Checklist. The purpose of the PEAR is to determine what type of environmental document needs to be prepared. To make this determination, an estimate of the types of environmental impacts that will occur is made, as well as an estimate of the significance of those impacts. Conceptual level design for the proposed improvements provides the basis for forecasting the locations, types and magnitudes of likely impacts of the recommended alternative. Specific impact assessments would require more detailed design.

Key issues identified in the PEAR are:

- acquisitions and displacements along the entire route that would be required to expand ROW to accommodate new improvements.
- acquisitions of park and school properties raise Section 4(f) issues.
- possible archeological and historic resource impacts.
- biological habitats at Whittier Narrows State Park and on large hillsides adjoining the route
- possible environmental justice concerns; the corridor has many areas with minority populations.
- erosion control and stabilization issues where steep hillsides would need to be reconfigured.
- hazardous materials encountered at landfills adjoining the route and at properties to be acquired.
- noise impacts, especially from elevated segments; the corridor has many adjoining residential areas.
- topographic issues associated with steep hillsides in some areas.
- traffic impacts associated with relocating arterials and local streets that adjoin the freeway.

- visual impacts, especially from elevated segments; the corridor has many adjoining residential areas.
- wetland issues at the Rio Hondo and San Gabriel Rivers and possibly at other minor watercourses.

Necessary Environmental Documents

An Environmental Impact Report (EIR) will be needed to address the requirements of the California Environmental Quality Act. If the project receives federal funding, an Environmental Impact Statement (EIS) will be required to meet the requirements of the National Environmental Policy Act and the Federal Highway Administration. The EIR and EIS can be combined.

The PEAR identifies several detailed environmental studies that will also be required:

Air Quality Study
 Biological Studies, Biological Assessment or
 Biological Opinion
 California Dept. of Fish and Game Section 1600
 permit
 Community Impact Study
 Cultural Resources (Archeological/Historical):
 Archaeological Survey Report (ASR)
 Historic Survey Report (HSR)
 Historic Architectural Survey Report
 Historic Properties Survey Report
 Section 106/SHPO
 Section 4(f) Evaluation

Flood plain Evaluation
 Hazardous Waste:
 ISA
 PSI
 Visual Resources
 NEPA/404 coordination
 Noise Study
 Parklands Section 4(f) Evaluation
 Water Quality Study and 401 Permit
 coordination, NPDES Coordination
 Wetlands Delineation and 404 Permit
 coordination

Preliminary Environmental Assessment Report

Project Information:

Districts: 7 and 8
Counties: Los Angeles, San Bernardino and Riverside
Route: SR 60

Description:

Proposed truck lanes between I-710 and I-15-- the addition of elevated and at-grade truck lanes and associated interchange improvements.

Environmental Scoping:

The purpose of the Preliminary Environmental Assessment Report (PEAR) is to determine what type of environmental document needs to be prepared and the schedule of the detailed environmental reports that would be needed subsequent to this stage. This is to ensure that the environmental issues and resources are identified at the time of the Project Study Report. Environmental studies are prepared to make a tentative determination if any project impacts are likely to be significant. The level of study needs to be sufficient that environmental issues are defined and impacts on resources are determined.

The determination of significant environmental impacts is basically a three-step process. First, eliminate the obviously insignificant effects. A environmental checklist is used to facilitate this process. Second, where it is not clear whether the impacts will be significant, studies are performed to obtain more information. Reports based on these studies are prepared to summarize results. Third, using this information, it is determined what type of environmental document needs to be prepared.

Summary of Issues:

Key issues are:

- (1) acquisitions and displacements along the entire route that would be required to expand ROW to accommodate new improvements.*
- (2) acquisitions of park and school properties raise Section 4(f) issues.*
- (3) possible archeological and historic resource impacts.*
- (4) biological habitats at Whittier Narrows State Park and on large hillsides adjoining the route.*
- (5) erosion control and stabilization issues where steep hillsides would need to be reconfigured.*
- (6) hazardous materials encountered at landfills adjoining the route and at properties to be acquired.*
- (7) possible environmental justice concerns; the corridor has many areas with minority populations.*
- (8) noise impacts, especially from elevated segments; the corridor has many adjoining residential areas.*
- (9) traffic impacts associated with relocating arterials and local streets that adjoin the freeway*
- (10) visual impacts, especially from elevated segments; the corridor has many adjoining residential areas.*
- (11) wetland issues at Rio Hondo and San Gabriel River and possibly at other minor watercourses.*

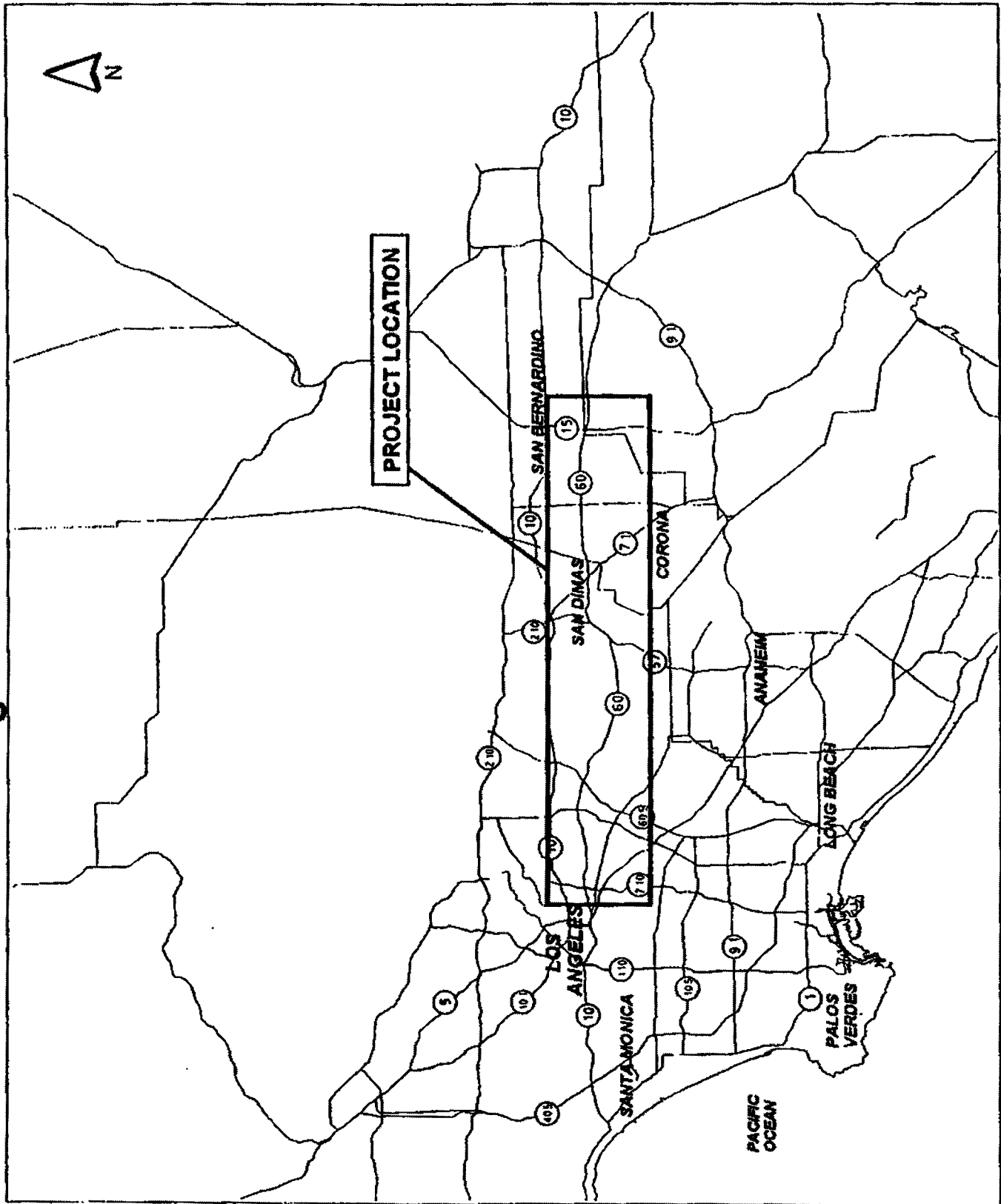
Summary Conclusions:

Based on consideration of conceptual level design, implementation of the proposed combination of elevated and at-grade truck lanes would be likely to generate significant environmental impacts for the issues identified above. These impacts may be reduced to less than significant levels through design refinements and mitigation measures.

There does not appear to be any environmental fatal flaws that would preclude the proposed improvements, although there are substantial environmental issues that must be addressed. These issues include:

- acquisitions and displacements, including possible environmental justice issues Section 4(f) properties*
- hazardous materials on properties to be acquired for right-of-way expansion*
- impacts to adjacent communities, including noise and visual impacts*
- traffic impacts if adjacent arterial and local streets must be relocated*
- topographic challenges at steep hillsides.*

Regional Location



Sources: California Department of Fish & Game, 2000;
Myra L. Frank & Associates, Inc., 2000.

I. Anticipated Environmental Approval

CEQA

- ☐ Categorical/ Statutory Exemption (CE)
☐ Negative Declaration (ND)
☒ Environmental Impact Report (EIR)

Why?

NEPA

- ☐ Categorical Exclusion (CE)
☐ Finding of No Significant Impact (FONSI)
☒ Environmental Impact Statement (EIS)

Preliminary screening of anticipated impacts indicates that significant impacts are likely, especially related to acquisitions and displacements, construction impacts, and noise impacts. Significant impacts and substantial mitigation efforts are indicators of the need for an EIR (and EIS if federal funds are to be used for project implementation) .

II. Project Screening

Attach the project location map to this checklist to show location of all known and/or potential hazardous waste, cultural (not archeological) and biological sites identified. (Include any work with drainage and/or waterways).

1. Project Features: New ROW? YES
 Excavation YES
 Railroad involvement? NO
 Structure demolition/modification? YES
 Subsurface Utility relocation? YES
2. Project Setting:
 Rural or Urban? *Urban*
 Current land uses: *Existing freeway*
 Adjacent land uses: *Residential (single and multi-family), commercial, parks, schools, industrial, land fill, agriculture and undeveloped lands. (See enclosed land use maps).*

III. Cultural Resources Screening

ARCHAEOLOGY

1. Search at the Regional Information Center? YES

Date: March 4, 2000

Inquiries were filed at the Southern Central Coastal Information Center (UCLA) for the portion of the project within Los Angeles County, the San Bernardino County Museum Information Center for the portion within San Bernardino County, and the Eastern Information Center (UC Riverside) for the portion within Riverside County. Results are summarized below. Copies of the confidential information received will be submitted to the appropriate Caltrans District.

2. Conducted field inspection ☐ Yes ☒ No Date:

3. Other comments and/or observations:

The UCLA Information Center materials indicated that several previous archeological investigations had taken place along the corridor. One historic site was identified within one-quarter mile of SR 60 and 27 reports covered properties within one-quarter mile. Because the information provided is confidential, maps of these locations are not included in this report. Appendix B contains a copy of these confidential materials for transmittal to Caltrans.

The UCLA survey also indicated no listings of National Register structures, State Historic Landmarks, State Points of Historical Interest or City of Los Angeles monuments in Segments I through 7. Los Angeles County historic property records were also reviewed. Properties at 4360 East 1st (the Chinese Cemetery just west of I-710), a mural at 4535 E. 1st St., the Triangle Car Wash at 5181 E. Pomona Blvd., all in Segment I, are included in the list and would warrant further investigation. In addition, the Morris Hamaski Elementary School on E. 1st Street may be historic.

Results from the San Bernardino County Museum Information Center are not yet available (5/30).

Results from the UC Riverside Information Center did not reveal any listings for the small area of the county included in this study.

HISTORICAL

1. Search of the Historic Bridge Database ☒ Yes ☐ No
Comments:

None of the bridges in the study area were shown in the Historic Bridge Database to be historic; all were listed as Category 5—determined not eligible.

IV. Hazardous Waste Screening

1. Check Federal, State and Local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

A database survey of hazardous materials records within one-fourth mile of the corridor was conducted. Copies of information received and the locations of reported hazardous materials locations are included in Appendix C.

Table 7 1 Results of Hazmat Database Search			
Agency	Database	Type of Record	Listings within 1/4 mile
US EPA	NPL	National Priority List	3
US EPA	CORRACTS	RCRA Corrective Actions	1
STATE	SPL The survey utilized 18 databases, with the following results:	State Equivalent Priority List	2
US EPA	RCRA-TSD	RCRA Permitted treatment, storage, disposal facilities	0
STATE	SCL	State equivalent of CERCLIS list	3
US EPA	CERCLIS/ NFRAP	Site under review by US EPA	7
STATE/ REG/CO	LUST	Leaking Underground Storage Tanks	83
STATE/ REG/CO	SWLF	Solid Waste Landfills, incinerators, or transfer stations	13
STATE	DEED RSTR	Sites with deed restrictions	0
STATE	CORTESE	State index of properties with hazardous wastes	32
STATE	TOXIC PITS	Toxic pits cleanup facilities	0
COUNTY	UNIQUE CO	Unique County Database	8
US EPA	TRIS	Toxic Release Inventory Database	7
STATE	USTIAST	Registered underground or aboveground storage tank	263
US EPA	GNRTR	RCRA registered small or large generators of hazardous wastes	173
US EPA	RECRA Viol	RCRA Violations/enforcement actions	5
US EPA	ERNS	Emergency Response Notification System of spills	33
STATE	SPILLS	State spills list	3

2. Conduct field Inspection. NO Date:
Use the attached map to locate potential or known HW sites.

The following features are known to exist in the corridor based on the database reviews.

Storage Structures/ Pipelines

Underground tanks: YES

Surface tanks: YES

Sumps _____

Ponds _____

Drums _____

Basins _____

Transformers: YES

Landfill: YES

Other _____

Contamination

Surface staining _____
 Odors _____
 Aerial lead _____

Oil sheen _____
 Vegetation Damage _____
 Other _____

Hazardous Materials (asbestos, lead, etc.)

Structures: YES

Spray-on fireproofing: YES

Pipe wrap/Asbestos Cement Pipe: YES

Friable tile: YES

Yellow thermoplastic paint _____

Serpentine _____

Lead paint _____

Other _____

3. Additional record search, as necessary, on subsequent land uses that could have resulted in a hazardous waste. Use the attached map to show the location of potential hazardous waste sites.

Review of individual property histories was not conducted.

4. Other comments and/or observations:

Individual properties that would need to be acquired to implement the project may contain hazardous materials, including building materials (e.g., asbestos or lead) or contaminated soils.

Determination: Does the project have potential hazardous waste involvement? YES

In addition to hazardous material locations identified and described in Appendix C, individual properties that may need to be acquired for the project are likely to have hazardous materials that would be exposed during demolition. For residential properties, these are likely to include asbestos, lead paint or other materials typically found in buildings constructed from the 1940's through the 1970's. Commercial properties are also likely to include hazardous materials that would be exposed during demolition.

If there is a known or potential waste involvement, is additional ISA work needed before task orders can be prepared for the Preliminary Site Investigation? YES

If 'yes', then give an estimate of additional time requirement: *To be determined (TBD)*

V. Biological Resources Screening

- ☐ Check Federal, State and Local environmental records as necessary, to see if any known biological habitat or wetland site is in or near the project area. If a known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.

See attached NDDB maps.

- ☐ Search of the California Dept. of Fish & Game's natural Diversity Data Base (NDDB)?
☒ Yes ☐ No

The corridor crosses the following USGS quadrangle maps, each of which was searched on the NDDB: El Monte, Baldwin Park, La Habra, Yorba Linda, San Dimas, Ontario, and Guasti. Table 2

indicates the species listed in the NDDB that are located in the corridor area and are considered potentially present, pending further research.

Table 7.2 : Sensitive Species Potentially Located in SR 60 Corridor				
Common Name	Scientific Name	Federal Status	State Status	Habitat
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	None	Endangered	Riparian forest; willow & cottonwood
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Endangered	Endangered	Riparian scrub and woodland
Southwestern pond turtle	<i>Clemmys marmorata pallida</i>	Species of concern	None	Permanent water bodies with basking areas
San Diego horned lizard	<i>Phrynosoma coronatum blainvillei</i>	Species of concern	None	Sage scrub & chaparral; friable, rocky, or shallow sandy soils
Parish's gooseberry	<i>Ribes divaricatum</i> var. <i>parishii</i>	Species of concern	None	Riparian woodland, willow

Source: California Department of Fish and Game, Rarefind 2, 2000; MFA 2000.

☐

Conduct Field inspection. YES Date:
March 14, 2000

Use the attached map to locate potential or known endangered species, natural resources, or wetland sites.

Other comments and/or observations:

The field review revealed the following areas of potential biological sensitivity:

1. Whittier Narrows. The Rio Hondo floodplain, on the west side of the Whittier Narrows Recreation Area, both north and south of SR 60, supports a riparian scrub and forest dominated by mulefat (*Baccharis glutinosa*), with a canopy along the waterway of cottonwood (*Populus* sp.) and willow (*Salix* sp.). *Arundo*, fig (*Ficus*), elderberry (*Sambucus*), and tree tobacco (*Nicotiana glauca*) were also observed. The NDDB

lists all the species in Table 1 as occurring in the Whittier Narrows vicinity¹.

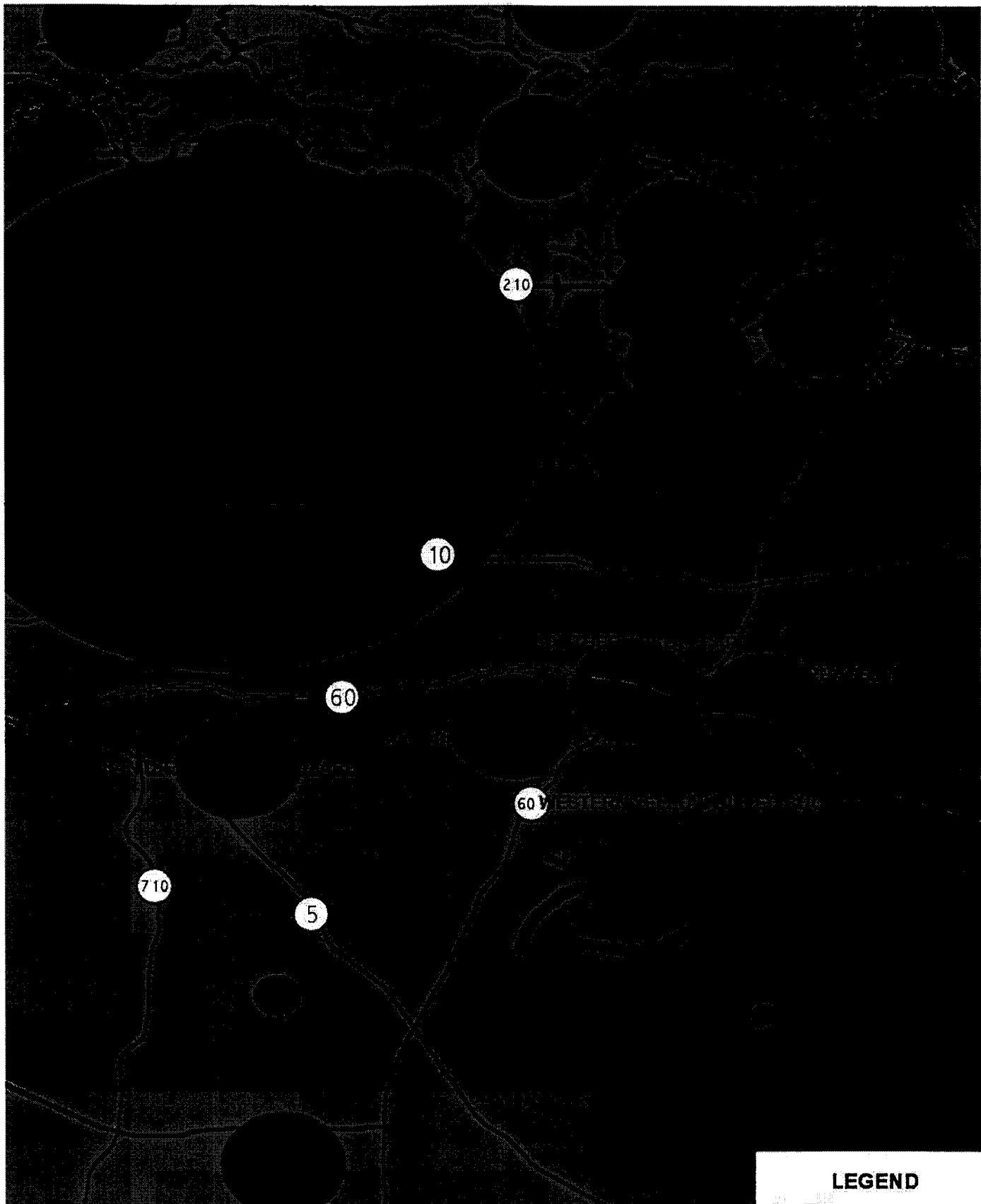
2. San Gabriel River. The San Gabriel River is contained by levees and dominated by *Arundo*. However, a few willows were observed and the area may support wetland species and habitat.
3. Puente Hills Landfill. The canyons on the northeast side of the Puente Hills Landfill appear to harbor native vegetation, including, willows and oaks (*Quercus*).
4. Channel near Fullerton Rd. A drainage channel near Fullerton Road contained wetland vegetation.
5. City of Industry. On the north side of SR 60 is an area of open space, including a riparian drainage vegetated with sycamore and other wetland species. On the south side of SR 60 a drainage channel in the Diamond Bar golf course also appears to support riparian species.
6. Between Phillips Ranch Road and SR 71. The south side of SR 60 supports extensive landscaping including native species, and remnants of possible oak woodland and sage scrub habitat.

Landscaping along the freeway consists largely of eucalyptus, pines, bottlebrush, pepper tree, and oleander. In some areas jacaranda, verbena, bouganvillea, cypress, elm, sycamore, grass and other species were observed. In many areas the landscaping provides a visual buffer between the freeway and the adjacent uses but it is very unlikely to provide any habitat for sensitive species. Native species such as squirrels, opossums, and some birds may use the landscaping but the lack of developed herb or shrub layers in most areas will limit the usefulness of these landscaped strips for these species. Nesting native bird species are protected under the Migratory Bird Treaty Act and trees containing active nests may not be cut down during breeding season. Between Diamond Bar Blvd. and Phillips Ranch Road on the north side of SR 60, several oak trees are planted in the freeway right-of-way.




Areas outside the freeway right-of-way where landscaping would be disturbed and large numbers of trees removed include:

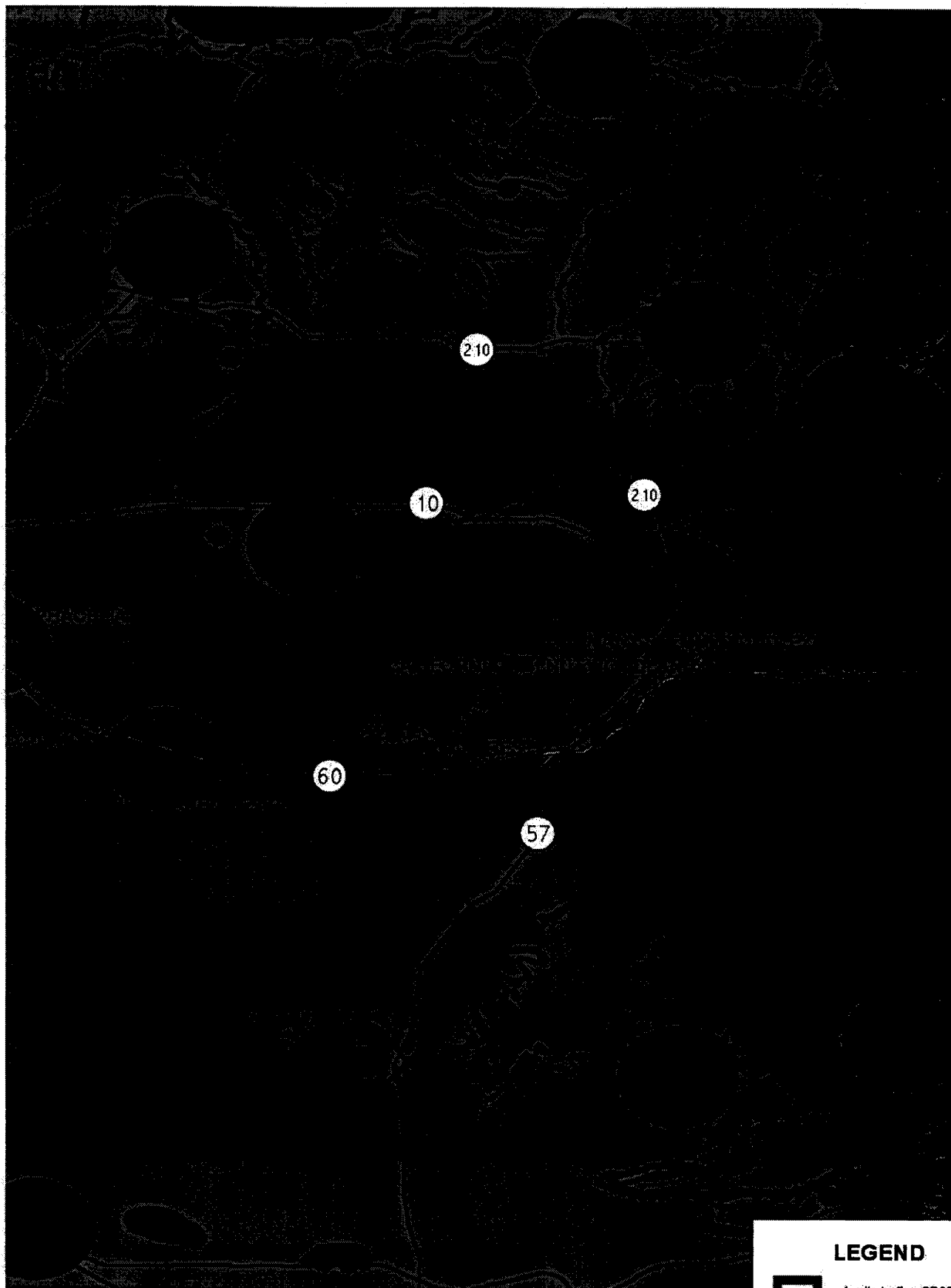
1. The Montebello Country Club golf course, where a row of pines would be removed.
2. The Whittier Narrows Recreation Area east of the Rio Hondo floodplain, where trees and grass would be removed.
3. Crossroads Parkway and Puente Hills landfill, where the areas proposed for acquisition are heavily landscaped.

¹ Location information for the southwestern pond turtle is suppressed.






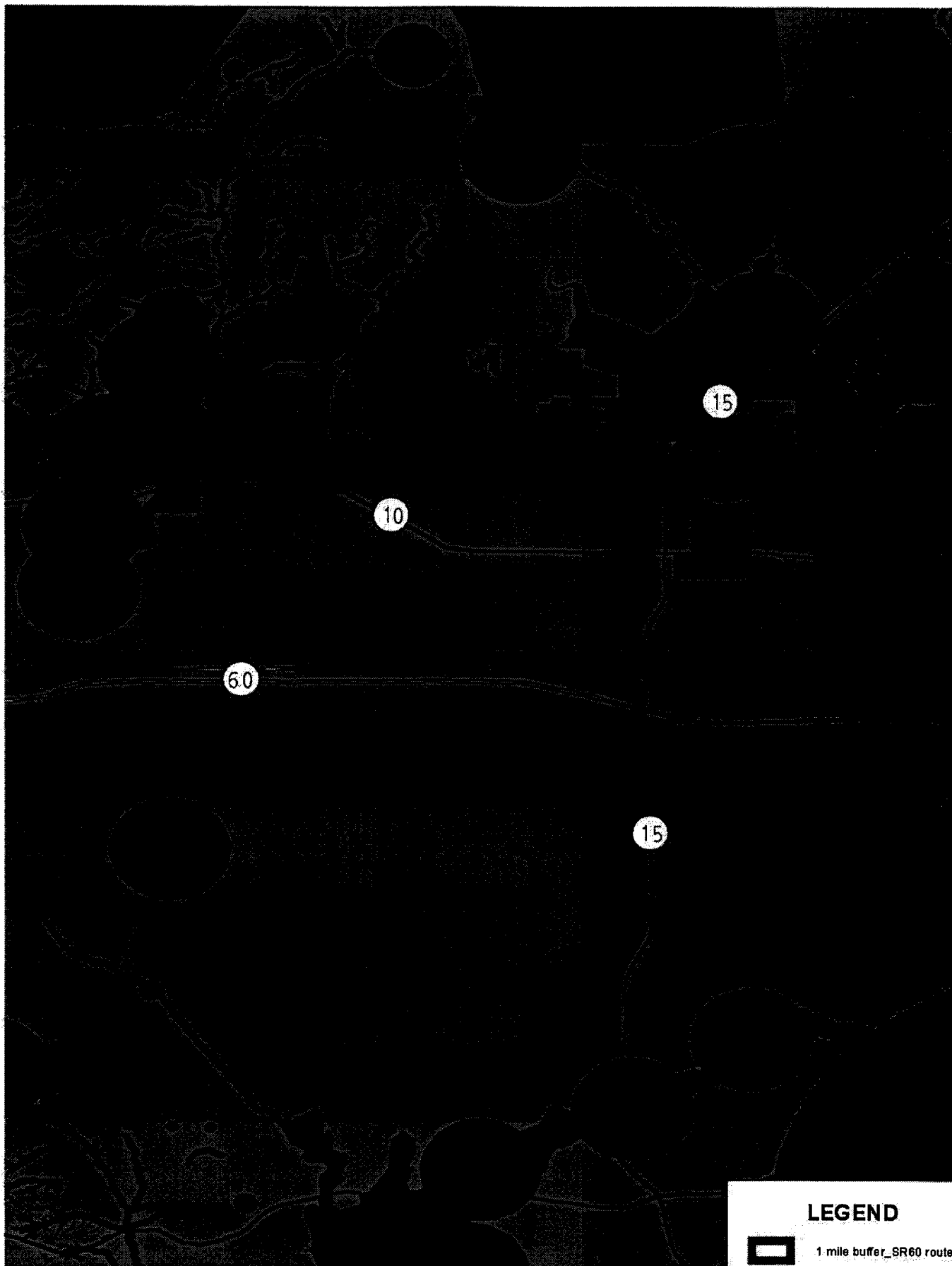
LEGEND

-  1 mile buffer_SR60 route
-  SR60 route
-  Species Occurrence






LEGEND

-  1 mile buffer_SR60 route
-  SR60 route
-  Species Occurrence



LEGEND

-  1 mile buffer_SR60 route
-  SR60 route
-  Species Occurrence

5 0 5 Miles

4. Diamond Bar golf course, where grass and eucalyptus trees would be removed.
5. Whispering Lakes golf course, where grass and trees would be removed.

Constraints and Potential Mitigation Requirements:

The most significant natural area in the SR 60 corridor is the Rio Hondo floodplain at Whittier Narrows Park. Widening SR 60 would encroach into this area and would likely entail focused surveys for sensitive species, a wetland delineation, consultation with the Corps of Engineers, the US Fish and Wildlife Service, CDFG, and other agencies. Permitting requirements could include Section 7 consultation leading to a Biological Opinion, a Section 404 permit, and a Section 401 water quality certification. If an individual Section 404 permit is anticipated due to the acreage potentially disturbed and/or the type of project, the NEPA/404 MOU process would be invoked, requiring integration of the environmental documentation process with the Section 404 permit process. Working through the NEPA/404 process can require in excess of a year to reach concurrence on project Purpose and Need and Range of Alternatives prior to initiating the federal environmental document. Surveys for species would need to be done in the appropriate season (probably Spring). Mitigation requirements (to be negotiated with the resource agencies) may include Arundo removal, wetland creation at ratios in excess of 3 to 1, construction restrictions, or other measures.

Other areas in the corridor support small wetlands or riparian corridors. Each of these would need to be delineated and assessed. Sensitive species are less likely to inhabit these areas but on-foot surveys by a qualified biologist should be done to assess habitat suitability. Depending on the acreage of these areas, the species present, and whether the agencies treat each separately or treat the project as a whole, the processes and permits described above may be invoked.

A few areas in the corridor appear to support native upland habitat. These areas will need to be surveyed by a qualified biologist for habitat suitability for sensitive species. Surveys at the appropriate time of year will be required. Mitigation, in the form of habitat protection elsewhere, creation of habitat in replacement landscaping, or other measures may be required.

VI. Environmental Technical Reports or Studies Anticipated

	Study/ Report	Not Anticipated
Community Impact Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Visual Resources	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplain Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Noise Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Air Quality Study	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

Cultural Resources (Archeological/Historical)

Archaeological Survey Report (ASR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Survey Report (HSR)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Architectural Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Historic Properties Survey Report	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 106/SHPO	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) Evaluation	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Hazardous Waste		
ISA (additional)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
PSI	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other		
Biological		
Biological Species (Federal)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
No. of species: <i>1 Endangered, 2 of Concern</i>		
Endangered Species (State)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
No. of species: <i>2 Endangered</i>		
Biological Opinion/ US FWS	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wetlands	<input checked="" type="checkbox"/>	<input type="checkbox"/>
401 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
1601 Permit Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Natural Environment Survey	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Biological Assessment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NEPA/404 Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other		
Public Hearing	Anticipated	Not Anticipated
Scoping Notice	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Notice of Environmental		
Documentation (NOI: Yes NOP: Yes)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Public Hearing	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other: Community meetings	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VII. Anticipated Project Mitigation

Discuss any known likely mitigation requirements and coordination based on similar projects and experience with resource agencies within the project vicinity:

Mitigation is likely for the following issues:

Acquisitions of property
 Air quality
 Biological resources
 Cultural resources
 Hazardous materials
 Noise and vibration impacts
 Section 4(f) impacts

Stormwater impacts
Traffic
Utility relocations
Visual impacts
Wetlands

In accordance with section 21081.6 of CEQA, a Mitigation Monitoring Program (MMP) will be adopted by Caltrans Office of Environmental Planning. The MMP is to ensure implementation of measures that will avoid or mitigate significant effects of the project.

VIII. Discussion of Environmental Issues

See attached Impact Preview.

IMPACT PREVIEW

Project Background:

Route SR 60 between I-710 and I-15 is being considered for the addition of truck lanes to alleviate and manage congestion associated with the high volumes of trucks using this portion of the highway. Three basic types of improvements were identified and screened; using existing HOV lanes for trucks, adding at-grade truck lanes, and adding elevated truck lanes. As a result of this screening, a combination of at-grade and elevated truck lanes appears to be a reasonable solution.

Purpose of the Conceptual Level Design Impact Preview

The purpose of the SR 60 Truck Lane Study Impact Preview is to identify the types of impacts and the likely significance of impacts that would typically occur from construction of the proposed improvements. Only conceptual-level design for the proposed improvements has occurred, so the level of analysis is generic in nature, based on field observations and experience drawn from similar projects. The intent of this Impact Preview is to identify where impacts are likely to occur, to estimate the significance of impact, and to indicate where mitigation measures would be available to reduce impacts. Specific impacts cannot be assessed until detailed design is developed.

Proposed Project

Project Location

The study corridor traverses portions of Los Angeles, San Bernardino and Riverside Counties. The study corridor runs about 1/4 mile along either side of SR 60 between the I-710 interchange on the west to the intersection with Etiwanda Road, west of I-15.

Project Description

The proposed transportation improvement is the addition of at-grade and elevated truck lanes, along with interchange improvements.

Required Permits and Approvals

Institutional Setting:

The SR 60 Truck Lane Study is sponsored by the Southern California Association of Governments, in cooperation with Caltrans.

List of Permits, Approvals and Concurrences

Implementation of the project would likely require permits, approvals and concurrences from the US Army Corps of Engineers, US Environmental Protection Agency, US Fish & Wildlife Service, California Department of Fish and Game, State Historic Preservation Officer, Regional Water Control Boards, South Coast Air Quality Management District, Los Angeles, San Bernardino and Riverside Counties, and local municipalities.

Project Schedule

No schedule for further design work or detailed environmental evaluation has been established.

Environmental Setting

Natural Characteristics and Resources

The study corridor is extensively developed with residential and commercial areas. Natural features include the Rio Hondo River and adjoining Whittier Narrows State Park, and a few areas of open lands and steep hillsides in the eastern half of the corridor.

Existing Land Uses

A generalized land use map of the corridor is included.

Future Land Uses

It is expected that currently-defined land uses will continue, except for the few undeveloped properties in the eastern half of the corridor. Additional residential and commercial development is likely to occur on these properties, in accordance with local land use planning and zoning.

Consistency with Land Use Planning

Land use planning along the corridor is governed by local jurisdictions, including the cities of Monterey Park, Montebello, Rosemead, South El Monte, City of Industry, Diamond Bar, Pomona, Chino Hills, Chino and Ontario for incorporated areas. Land uses in unincorporated areas are governed by Los Angeles, San Bernardino and Riverside Counties.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/ Soils |
| <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/ Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population & Housing |
| <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities | | |

On the basis of this initial evaluation:

- ☒ The proposed project would have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required to meet the requirements of the California Environmental Quality Act.
- ☒ The proposed project would have a significant effect on the environment, and an ENVIRONMENTAL IMPACT STATEMENT is required to meet the requirements of the National Environmental Policy Act and FHWA requirements.

ANTICIPATED ENVIRONMENTAL IMPACTS:**I. Aesthetics**Setting

The corridor traverses valleys and hillsides. There are important views of the hillsides for both travelers and residents. In addition, the presence of the freeway influences numerous local viewsheds.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

a) Have a substantial adverse effect on a scenic vista? ☒ ☐ ☐ ☐

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Substantially degrade the existing visual character or quality of the site and its surroundings? ☒ ☐ ☐ ☐

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ☐ ☒ ☐ ☐

a, c) Proposed transportation improvements, especially in sections where elevated structures would be added to the current visual environment, appear likely to adversely affect the visual environment. Where there are elevated sections adjoining residential areas, it is likely that the elevated structures would be considered an adverse effect by the residents. Although the overall scale of the project may preclude an avoidance of impacts, mitigation measures may improve the aesthetic qualities of some project elements.

b) SR 60 is not a designated scenic route.

d) Additional lighting, especially on elevated structures, is likely to increase lighting levels spilling into adjoining neighborhoods and may introduce new sources of glare. Impacts may be mitigated in

some areas by barriers along the freeway and by using light fixtures with shielding to lessen light spillage.

II. Agriculture Resources

Setting

There are some areas in the far eastern portion of the study area that are currently used for agricultural purposes (row crops and orchards). However, these areas are very likely to be converted to other uses because of their proximity to the freeway.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
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In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ☐ ☐ ☒ ☐

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ☐ ☐ ☒ ☐

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? ☐ ☐ ☒ ☐

a,b,c) The location of specific prime, unique or important tracts along the route has not been determined. However, implementation of the project would require small amounts of land (strips) from the edges of any agricultural tracts. The new land use of these small strips (as a transportation land use) would be a change from current agricultural designation and from planned future residential or commercial designations. The amount of land required for right-of-way expansion does not appear to be sufficient to substantially reduce continued agricultural function nor to bring about a change in land use designation on the remainder of the affected parcels. Minimizing the amount of land needed for right-of-way could mitigate impacts.

III. Air Quality

Setting

The study corridor is located in the South Coast Air Basin.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non attainment under an applicable federal or state ambient air quality standard(including releasing emissions which exceed quantitative thresholds for ozone precursors)? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a,b,c) No rating of air quality impact is shown because an air quality analysis of the proposed improvements has not yet been conducted. It appears likely that the proposed improvements would reduce congestion, especially for trucks, and would thus yield air quality benefits to the region. Air quality impacts associated with construction would be mitigated by compliance with South Coast Air Quality Management District requirements and Caltrans policies and procedures.

- 5) There are several sensitive receptors, including schools, that are currently located in very close proximity to SR 60 and are thus now exposed to substantial pollutant concentrations associated with traffic. The project would likely yield some increase in either the number of receptors or the level of pollutants, but either increase is likely to be a relatively small increment above current numbers or levels.
- e) Objectionable odors that may be associated with freeway facilities currently exist in the corridor. The project could yield some increase in either the number of receptors or the level of such odors, but either increase is likely to be a relatively small increment above current numbers or levels.

IV. Biological Resources

Setting

Although most of the corridor is highly developed, there are several areas where habitat is present. This includes the Rio Hondo River, San Gabriel River, Whittier Narrows State Park and golf courses, as well as some large hillsides and valleys that have native or supportive habitats.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? ☐ ☒ ☐ ☐

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? ☐ ☐ ☒ ☐

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **No rating shown, see below** ☐ ☐ ☐ ☐

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? **No rating shown, see below** ☐ ☐ ☐ ☐

a,b) Areas that provide natural habitat have been identified, although the presence of protected species in these habitats has not been confirmed. However, protected species do exist in the corridor and thus there is the potential for significant impacts. Potential design of improvements is not sufficiently developed to determine whether impacts would occur to endangered or candidate species, or to species of concern. Mitigation measures would be developed as needed in consultation with regulatory agencies.

c) Wetland areas are known to exist along the Rio Hondo River. There are other drainageways that may include wetlands. It is likely that impacts could be lessened or mitigated by spanning the wetlands, or that other mitigation measures could be developed. Mitigation measures would be developed as needed in consultation with regulatory agencies.

4) If there are migratory movements across the study area, they are currently influenced by the presence of SR 60. Although the project could affect such patterns if new barriers are introduced, the incremental increase in overall effect appears likely to be less than significant.

- e, f) Potential design of improvements is not sufficiently developed to determine where all impacts would occur to protected resources. There are habitat areas near SR 71 that could be affected. Mitigation measures would be developed as needed in consultation with regulatory agencies.

V. Cultural Resources

Setting

Database searches of California Historic Resource Information System did not indicate the presence of National Register sites, State Historic Landmarks, State Points of Historical Interest along the corridor. However, field observation indicate an area in East Los Angeles, between I-710 and Findlay, that has structures that warrant evaluation. Some 27 archeological investigations have been conducted along the corridor (all in Los Angeles County) and there is one known archeological site within one-quarter mile.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 1) There are properties located along E. 1st Street and W. Pomona Boulevard that may be historic. If these streets are relocated as part of the project, there could be adverse impacts, including demolition.

b, c, d) Potential design of improvements is not sufficiently developed to determine whether impacts would occur to sensitive resources. Avoidance and mitigation measures may be possible that would avoid, reduce or mitigate harm. Mitigation measures would be developed as needed in consultation with regulatory agencies.

VI. Geology and Soils

Setting

The current freeway includes construction on fill, in cuts section, and on hillside cuts. Physical additions to the freeway would have to account for the same types of geologic and soil conditions as the current freeway. Any new construction would be in accordance with current Caltrans/FHWA design standards and practices.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i.) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii.) Strong seismic-related ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii.) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a-d) Potential design of improvements is not sufficiently developed to determine whether impacts would occur. There is an active fault zone near the Rio Hondo River which crosses SR 60. The current freeway traverses valleys and hillsides. These hillside slopes have been cut back at angles designed to respond to specific geological and soil conditions. It is assumed that similar engineering solutions would be employed by the project, such that impacts would be reduced to less than significant levels. Mitigation measures would be developed as needed in consultation with regulatory agencies.

5) Not applicable.

VII. Hazards and Hazardous Materials

Setting

Properties adjoining the current freeway that may need to be acquired contain hazardous materials (see Appendix C). In addition, construction of improvements includes the use of hazardous materials.

Evaluation

Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a,b,c,d)	Potential design of improvements is not sufficiently developed to determine where impacts would occur. Hazardous and potentially hazardous materials would be handled, transported and disposed in accordance with applicable federal, state and local requirements so that potential risks are reduced. Mitigation measures would be developed as needed in consultation with regulatory agencies. The risk of exposure to hazardous materials results			

from accidental spills of materials transported in trucks will increase as truck volumes increase over time.

e,f) Not applicable.

7) Potential design of improvements is not sufficiently developed to determine whether impacts would occur. During construction, alternate emergency routes would be developed as part of the project's maintenance of traffic plan.

h) No apparent impact.

VIII. Hydrology and Water Quality

Setting

The study corridor crosses the River Hondo and San Gabriel Rivers and numerous drainage channels. Run off from the current freeway is a source of potential pollutants. Future construction would also be a source of potential pollutants, especially suspended solids from disturbed soils. Construction would be conducted in accordance with all applicable water quality regulations to avoid or mitigate impacts to water resources.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a,c,d, e, f, h) Potential design of improvements is not sufficiently developed to determine where impacts would occur. Design of the project would follow applicable Caltrans/FHWA design standards, other agency standards and include mitigation measures necessary to obtain agency permits. Mitigation measures would be developed as needed in consultation with regulatory agencies.

b, g, i, j) Not applicable.

IX. Land Use Planning

Setting

Land uses adjoining the freeway are controlled by Los Angeles, San Bernardino and Riverside Counties and the cities of Monterey Park, Montebello, Rosemead, South El Monte, City of Industry, Diamond Bar, Pomona, Chino Hills, Chino and Ontario. The majority of the study corridor is currently developed. Lands that are not now developed are covered by land use plan designations.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) The current freeway serves as a barrier; proposed improvements are not likely to increase any sense of division that may occur.				

- b,c) Potential design of improvements is not sufficiently developed to determine whether impacts would occur. Hillside areas near SR 71 appear to include habitat conservation areas.

X. Mineral Resources

Setting

No mineral extraction sites were noted within the study corridor. SR 60 does provide a route through which mineral resources are transported.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a,b) No mineral extraction sites were noted within the study corridor.

XI. Noise

Setting

There are noise-sensitive receptors located adjacent to the majority of the study corridor. The general distribution of these receptors can be seen on land use maps. Sound walls currently provide mitigation in many areas.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
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Would the project result in:

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|---|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a,b,c,d) Potential design of improvements is not sufficiently developed to determine where impacts would occur. The current freeway is a source of substantial noise to adjoining communities. Noise walls provide noise attenuation in some locations. Proposed elevated improvements have a high potential to spread noise impacts to noise sensitive receptors that are not immediately adjacent to the freeway. It is assumed that noise mitigation will be provided where feasible, in accordance with Caltrans/FHWA standards. In addition to sound walls, noise barriers or other forms of mitigation may be needed on elevated sections to lessen noise impacts. Mitigation measures would be developed as needed in consultation with regulatory agencies.
- e,f) Not applicable.

XII. Population and Housing

Setting

A substantial portion of the study corridor traverses areas with well-established residential areas. Currently undeveloped lands that are accessible from the east end of the corridor have the potential for conversion to residential uses. This conversion is driven primarily by regional market forces (the price and availability of land), rather than by the degree of accessibility provided by SR 60 (current or improved). A very preliminary estimate of right-of-way expansion indicates a need for over 650 residential properties along the route.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Displacements may raise environmental justice issues				

- 1) Population growth in or near the study corridor is the result of regional market forces (the price and availability of land, cost of housing), rather than by the degree of accessibility provided by SR 60 (current or improved).
- b) Although over 650 residential units could be displaced by right-of-way expansion, there are thousands of similar housing units at similar costs available in nearby areas. This level of demand would not be sufficient to cause a need for construction of replacement housing. Some of the displaced properties are mobile homes; replacement units may be more difficult to find because of the limited number of mobile home facilities. In addition to compensation for the fair market value of properties that would need to be acquired, relocation assistance would be available to displaced persons and businesses.

- 3) At an average of 3 persons per household, the 650 residential units would represent over 2000 persons that would need to be relocated. There are concentrations of minority and low income populations along the route that could be affected by relocation. (See Appendix D for census tract data). Design refinements may reduce the amount of right-of-way expansion needed, and thus reduce the number of displacements. Relocation assistance will mitigate some impacts.

XII. Public Services

Setting

Public service facilities are located in neighborhoods all along the study corridor. The service areas of individual facilities has not been determined.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks? SEE ITEM XIV	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Potential design of improvements is not sufficiently developed to determine where impacts would occur. It is likely that many public service facilities would continue to provide the same services after project implementation. Mitigation measures would be developed as needed in consultation with individual agencies.

XIV. Recreation

Setting

There are 4 public parks and 4 golf courses that adjoin the freeway.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The project has Section 4(f) impacts				

- 1) The project would not induce additional use of park facilities.

- b) The project appears to require the direct use of park properties which have Section 4(f) protection (.e.g., Whittier Narrows State Park). There may be constructive use impacts at other parks near the freeway. Potential design of improvements is not sufficiently developed to determine where impacts would occur; this information is needed to conducted a Section 4(f) analysis. In addition, lands from the private golf courses would probably be needed. Mitigation measures would be developed as needed in consultation with regulatory agencies and property owners.

XV. Transportation/Traffic

Setting

The project purpose is to address traffic and transportation issues in the study corridor, which include high levels of automobile and truck congestion.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? No rating shown, see below	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| f) Result in inadequate parking capacity? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

No rating shown, see below

- a,b) Potential design of improvements is not sufficiently developed to determine where impacts would occur. Mitigation measures would be developed as needed in consultation with regulatory agencies.
- c, f) Not applicable.
- d) Project design that follows all applicable Caltrans/FHWA design standards would preclude design hazards.
- 5) Emergency access would be considered in project design. During construction, alternate emergency routes would be developed as part of the project's maintenance of traffic plan. Mitigation measures would be developed as needed in consultation with individual agencies.
- g) Potential design of improvements is not sufficiently developed to determine whether impacts and conflicts would occur.

XVI. Utilities and Service Systems

Setting

The current freeway contributes to stormwater loadings. The project would increase the amount of paved surface, and thus the amount of runoff. In addition, utilities that cross the freeway or that are located in adjoining arterials that appear likely to be realigned could need to be relocated.

Evaluation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporation	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a,b,e) The project does not produce wastewater.

- 3) The project would require the construction of new drainage facilities. Design would be in accordance with Caltrans/FHWA standards and other agency standards necessary to receive permits. Mitigation measures would be developed as needed in consultation with regulatory agencies.
- d) Not applicable.
- f,g) Solid waste disposal, including the disposal of hazardous wastes, would occur in accordance with federal, state and local regulations. Disposal would occur at permitted landfills. Mitigation measures would be developed as needed in consultation with regulatory agencies.

LIST OF APPENDICES

Appendix A	Overview of Potential Environmental Issues
Appendix B	Cultural Resource Research (Confidential)
Appendix C	Hazardous Materials Database Search Results
Appendix D	Demographic Profile of Census Tracts With Property Acquisitions

Chapter 8

Community Outreach

At the outset of the SR-60 Truck Lane Feasibility Study, Arellano Associates led the consultant team for a series of workshops to solicit public input into the primary alternatives being considered by the study. These public workshops were held in Ontario (September 30, 1999), Monterey Park (October 4, 1999) and Pomona (October 5, 1999). The first section of this Task Report documents this "Phase I Public Workshop Series."

After reviewing the results of the consultant team's feasibility study reports in August, 2000, the Truck Lane Task Force authorized presentation of feasibility study information in a second round of public workshops in the SR-60 corridor. Using the same format as the initial round, these workshops were held in Monterey Park (September 19, 2000), Pomona (September 20, 2000) and Hacienda Heights (September 25, 2000). The second part of this Task Report documents this "Phase II Public Workshop Series."

While attendance at workshops was light, the quality of public input was excellent. A summary of comments follows.

- Are truck lanes tied to the Alameda Corridor project? *[The Alameda Corridor is designed to allow more goods to move by rail rather than truck.]*
- If truck lanes are built on SR-60, SR-60 will attract more trucks. Why aren't truck lanes proposed in the I-10 corridor? *[SCAG has put priority on studying feasibility of truck lanes on SR-60 because it has higher truck volumes today and the potential for greater benefits from truck lanes.]*
- General comments on adverse impacts of truck lanes on esthetics and noise (especially the elevated section), traffic, and pollution. Many feel adding truck lanes to the freeway corridor (especially in aerial sections) will divide the community. *[Future environmental studies will have to address these concerns.]*
- Concern about the status of pedestrian overcrossings of the freeway. While a recent HOV study says they will be removed, students must cross over or under the freeway to get to school. *[Such access should be maintained in some manner.]*
- Some in Hacienda Heights feel our recommendation for elevated section of truck lanes was based on political considerations due to that unincorporated area having no local representation.

State Route 60 Truck Lane Feasibility Study

Phase I Public Workshop Series Final Report



Prepared by



October 25, 1999

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I. Public Workshop Summary

II. Appendix

- A. Workshop flyer
- B. Project Newsletter
- C. Press Release
- D. Newspaper Article
- E. Sign-In Sheets
- F. Comment Sheets

PUBLIC WORKSHOP SUMMARY

Purpose

The purpose of the Phase I Public Workshop series for the State Route 60 Truck Lane Feasibility Study was to obtain public input into the primary alternatives being considered by the Southern California Association of Governments and Caltrans.

Approach

The approach for the workshop series was designed to provide ample public opportunity for participation along the project corridor from Interstate 710 in Monterey Park to Interstate 15 in Ontario. As such, three workshop locations were selected along the project corridor as follows:

City of Ontario

Thursday, September 30, 1999
Ontario City Hall Council Chambers
303 East B Street

City of Monterey Park

Monday, October 4, 1999
City of Monterey Park Service Clubhouse
440 S. McPherrin Avenue

City of Pomona

Tuesday, October 5, 1999
City of Pomona City Hall Council Chambers
505 South Garey Avenue

Public Notification

Public notification for the workshop series was accomplished through several communication tactics, including:

- Workshop flyer
- Project newsletter
- Press release

First, the workshop flyer was prepared for the first workshop in Ontario. (Appendix A.) This was distributed to the entire project database¹ by first-class mail approximately three weeks in advance of the workshop date. The workshop flyer only announced the first workshop, as the next two dates had not yet been confirmed.

¹ The project database is comprised of the Truck Lane Task Force, city elected officials and staff, and key community organizations, business associations and local stakeholders. A total of 377 records is on the project database.

Second, the project newsletter was subsequently prepared announcing all three workshop dates and providing fuller information about the study and purpose of the workshops. (Appendix B.) The project newsletter was also distributed to the entire project database approximately two weeks before the next workshop dates.

Third, a press release was distributed to all local daily and weekly newspaper media. (Appendix C.) Several phone calls were received from media for follow-up questions, and an article was published in the *Daily Bulletin* on Tuesday, September 28, 1999. (Appendix D.)

Finally, the Workshop Flyer and/or Project Newsletter were also provided to the respective SCAG sub-regions or transportation agency in each area, including the San Bernardino Associated Governments, Western Riverside Council of Governments, Riverside County Transportation Commission and the San Gabriel Valley Council of Governments.

Workshop Results

Attendance to the three workshops was modest. Excluding project staff, five people attended the Ontario Workshop, 23 people attended the Monterey Park workshop and only one person attended the Pomona Workshop. (Appendix E.) In addition, 12 telephone calls were received from the public with a variety of comments and questions about the study.

In spite of the slight attendance, good discussion was held with workshop attendees about the project and a series of written comments were submitted. (Appendix F.) The type of comments submitted varied greatly. Most individuals acknowledge that the truck traffic on the Pomona Freeway is a problem and that some sort of solution should be identified.

Next Steps

All public comments, which resulted from the Phase I Public Workshop Series, are presented to the technical team for review and consideration via this Summary Report. An additional round of workshops will be held in Phase II of the study for additional public comment. It is recommended that only two Public Workshops be held in the next round in order to consolidate attendance somewhat. Perhaps one workshop can be held in the east and west end of the corridor (Monterey Park and Ontario).

10/25/99 gla

A. Workshop Flyer



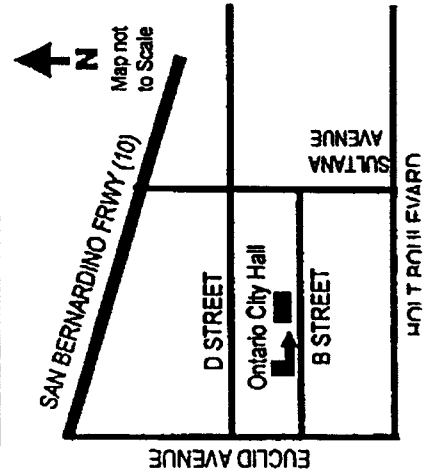
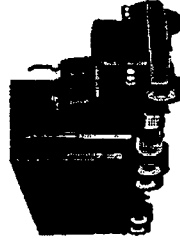
State Route 60 (SR-60) Truck Lane Workshop

Join SCAG and SANBAG for a presentation on truck lane strategies and options for State Route 60 (Portland Freeway).

WHAT: SR-60 Truck Lane Public Workshop
DATE: Thursday, September 30, 1999
TIME: 4:00 - 8:00 p.m. (Open House Format)
Presentations at 5:00, 6:00 & 7:00 p.m.
PLACE: Ontario City Hall
303 East B Street, Council Chambers
Ontario

POSSIBLE STRATEGIES:

- Add truck lanes along side of freeway
- Add new lanes above freeway (double deck)



It is estimated that State Route 60 will have one of the region's highest truck traffic volumes in the years 2010 and 2020. Alternatives for a truck lane are being considered along the SR-60 from I-710 (Long Beach Freeway) through I-15 (Ontario Freeway).

Workshop hosted by Southern California Association of Governments (SCAG) and San Bernardino Associated Governments (SANBAG)

For more information, please contact Genoveva Arellano or Ray Verches at 909/627-2974.

B. Project Newsletter

SR-60 News

September 1999

Volume 1, Issue 1



State Route 60 Truck Lane Feasibility Study

Ontario

Thursday, September 30, 1999

Ontario City Hall
Council Chambers
303 East B Street
4 p.m. - 8 p.m.

Monterey Park

Monday, October 4, 1999

City of Monterey Park
Service Club House
440 S. McPherrin Avenue
4 p.m. - 8 p.m.

Pomona

Tuesday, October 5, 1999

City of Pomona
City Hall Council Chambers
505 South Garey Avenue
4 p.m. - 8 p.m.

If you have any questions, please
call Genoveva Arellano or
Ray Verches at 909/627-2974

The Southern California Association of Governments (SCAG) and the California Department of Transportation (CALTRANS) are conducting a Feasibility Study for potential construction of truck lanes along State Route 60 (Pomona Freeway) between Interstate 710 in Los Angeles and Interstate 15 in San Bernardino.

**Please attend
a workshop
near you!**

distribution of consumer goods and in facilitating international trade.

The project proposed by SCAG and CALTRANS is expected to provide for either *partial or full separation of commercial trucks from other vehicles using the freeway*, thereby reducing peak-hour delay, ensuring more reliable rush-hour delivery of goods, and improving traffic safety and air quality.

SR-60 is one of the most heavily used freeways by trucks engaged in inter- and intra-regional goods movement, serving both port and domestic traffic. It is of major importance in the

continued on back...

C. Press Release

STATE ROUTE 60 FREEWAY TRUCK LANE FEASIBILITY STUDY

For more information,
please contact Genoveva Arellano
at 909/627-2974

FOR IMMEDIATE RELEASE

Revised September 22, 1999

TRUCK LANE OPTIONS CONSIDERED FOR POMONA FREEWAY

Public Workshops to Be Held

(LOS ANGELES, CA) - The Southern California Association of Governments (SCAG) and the California Department of Transportation (CALTRANS) are conducting a Feasibility Study for potential construction of truck lanes along State Route 60 (Pomona Freeway) between Interstate 710 in Los Angeles and Interstate 15 in San Bernardino.

SCAG and CALTRANS will hold a series of public workshops to discuss all aspects of the project and obtain public input. The following is a list of the scheduled workshops:

Thursday, September 30, 1999, 4:00 - 8:00 p.m.
Ontario City Hall Council Chambers
303 East B Street
Ontario

Monday, October 4, 1999, 4:00 - 8:00 p.m. City
of Monterey Park Service Clubhouse
440 S. McPherrin Avenue Monterey Park

Tuesday, October 5, 1999, 4:00 - 8:00 p.m. City of
Pomona City Hall Council Chambers
505 South Garey Avenue
Pomona

- more -

SR-60 TRUCK LANE WORKSHOPS

Page 2

SR-60 is one of the most heavily used freeways by trucks engaged in inter- and intra-regional goods movement, serving both port and domestic traffic. It is of major importance in the distribution of consumer goods and in facilitating international trade.

The project proposed by SCAG and CALTRANS is expected to provide for either partial or full separation of commercial trucks from other vehicles using the freeway, thereby reducing peak-hour delay, ensuring more reliable rush-hour delivery of goods, and improving traffic safety and air quality.

The primary alternatives being considered are:

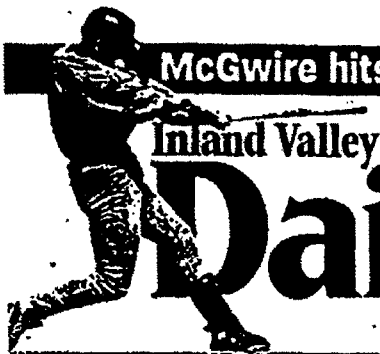
- Construction of additional lanes at freeway grade to accommodate separation of trucks.
- Construction of an elevated structure along the median of the freeway to provide additional lanes to be used by either commercial trucks or other vehicles. The elevated structure could also be used as High Occupancy Vehicle (HOV) lanes accommodating carpools in which case the HOV lanes at freeway level will be freed to provide additional truck and mixed-use lanes.

The Feasibility Study will evaluate the project alternatives based on accessibility and mobility, costs and economics, environmental sensitivity, safety impacts, operational characteristics, regulatory concerns, and regional benefits.

For additional information, please contact Genoveva Arellano at 909/627-2974.

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D. Newspaper Article



McGwire hits 61 C1

Chechens flee bombing B1

Tori rocks D2

Inland Valley

Daily Bulletin

PROUDLY SERVING OUR COMMUNITIES FOR 115 YEARS



WEDNESDAY SEPTEMBER 23, 1992
HINO • CHINO HILLS • FONTANA • MONTCLAIR • ONTARIO • RANCHO CUCAMONGA • RIALTO • UPLAND • CLAREMONT • DIAMOND BAR • LA VERNE • POMONA • SAN DIMAS

Region

Public meetings scheduled for truck lanes proposal

People will get the chance to talk about the pros and cons of a proposal to build truck lanes on the Pomona Freeway at a series of public meetings.

The Southern California Association of Governments and the California Department of Transportation will study the feasibility of building truck lanes along the Pomona Freeway, between the Long Beach Freeway and Interstate 15.

SCAG and Caltrans will conduct the following workshops on the proposal, including:

■ From 4 to 8 p.m. Thursday at Ontario City Hall Council Chambers, 303 E. B St.

■ From 4 to 8 p.m. Oct. 5, Pomona City Hall Council Chambers, 560 S. Garey Ave.

Transportation officials are considering building extra lanes at freeway grade to separate trucks or construct an elevated structure in the freeway's median for trucks or other vehicles to use.

The Regional Transportation Agency released a study in August supporting the idea of building truck lanes to reduce traffic on the Pomona Freeway. The study found truck lanes would improve safety and reduce pollution.

Information: Genoveva Arellano, (909) 627-2974.

Daily Bulletin
(909) 483-8382

State Route 60 Truck Lane Feasibility Study

Phase II Public Workshop Series Final Report



Prepared by



November 21, 2000

TABLE OF CONTENTS

I. Public Workshop Summary

II. Appendix

- A. Project Newsletter
- B. Workshop Flyer
- C. Press Release
- D. Newspaper Article
- E. Sign-In Sheets
- F. Comment Sheets
- G. Project Manager Community Outreach Memorandum

PUBLIC WORKSHOP SUMMARY

Purpose

The purpose of the Phase II Public Workshop series for the State Route 60 Truck Lane Feasibility Study was to obtain public input into the final alternatives being considered by the Southern California Association of Governments and Caltrans.

Approach

The approach for the workshop series was designed to provide ample public opportunity for participation along the project corridor from Interstate 710 in Monterey Park to Interstate 15 in Ontario. As such, three workshop locations were selected along the project corridor as follows:

City of Monterey Park
Tuesday, September 19, 2000
City of Monterey Park Service Clubhouse
440 S. McPherrin Avenue
Monterey Park
5:00 to 7:00 p.m.

City of Pomona
Wednesday, September 20, 2000
Washington Park Community Center
865 E. Grand Avenue
Pomona
5:00 to 7:00 p.m.

Hacienda Heights
Monday, September 25, 2000
Hacienda La Puente School District, Board Room
15959 E. Gale Avenue
Hacienda Heights
5:00 to 7:00 p.m.

Public Notification

Public notification for the workshop series was accomplished through several communication tactics, including:

- Project newsletter (direct mail)
- Workshop flyer (hand distribution)
- Press release (media distribution)

First, the project newsletter was prepared announcing all three workshop dates and providing current project information and the purpose of the public workshops. (Appendix A.) The project newsletter was also distributed to the entire project database approximately two weeks before the workshop series.

Second, the workshop flyer was prepared and distributed in bundles of 100 copies to the San Gabriel Valley Council of Governments, San Bernardino Associated Governments, City of Monterey Park, City of Pomona and the Hacienda Heights Improvement Association for their own internal and external distribution to members and interested parties. All workshop information was also forwarded to the California Trucking Association.

Third, a press release was distributed to all local daily and weekly newspaper media and the City of Monterey Park also distributed its own press release. (Appendix C) Several phone calls were received from media for follow-up questions, and a series of articles were published in the *Los Angeles Times* on Monday, September 11, 2000, *Sing Tao* (Chinese Daily) on September 19, 2000, the *Daily Bulletin* on Thursday, September 21, 2000 and the *Chino Hills Champion* on September 23, 2000. (Appendix D.)

Workshop Results

Attendance to the three workshops was modest. Excluding project staff, 19 people attended the Monterey Park Workshop, six people attended the Monterey Park workshop and only three people attended the Pomona Workshop. (Appendix E.)

Public Comments

In spite of the slight attendance, good discussion was held with workshop attendees about the project and a series of written comments were submitted. (Appendix F.) Also, Paul Taylor, the Consultant Team Project Manager, documented the significant comments received from the public in his October 12, 2000 memorandum to the Truck Lane Task Force. (Appendix G.)

11/21/00 gla

A. Project Newsletter

SR-60 News

September 2000

Volume 1, Issue 2

Public Workshops

Monterey Park

Tuesday, September 19, 2000

City of Monterey Park
Service Club House
440 S. McPherrin Avenue
5 p.m. - 7 p.m.

Pomona

Wednesday, September 20, 2000

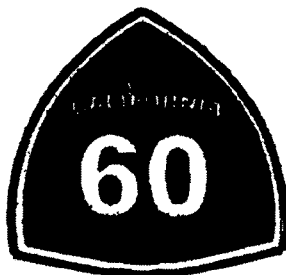
Washington Park
Community Center
865 E. Grand Avenue
5 p.m. - 7 p.m.

Hacienda Heights

Monday, September 25, 2000

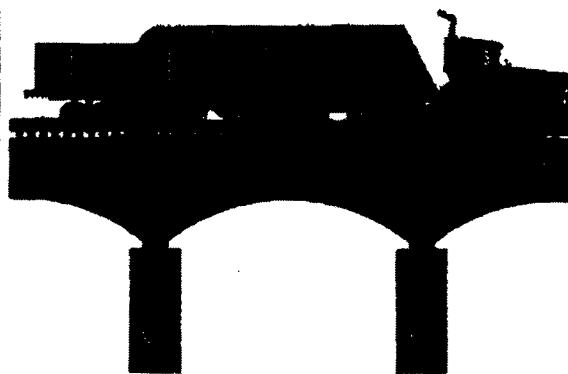
Hacienda La Puente School District
Board Room
15959 E. Gale Avenue
5 p.m. - 7 p.m.

If you have any questions, please call
Genoveva Arellano or
Ray Verches at 909/627-2974 or email
at Arellano4@aol.com



State Route 60 Truck Lane Feasibility Study

What is the State Route 60 Truck Lane Feasibility Study?



State Route 60 (SR-60), also known as the Pomona Freeway, is one of the most heavily used freeways by trucks engaged in inter- and intra-regional goods movement, serving both port and domestic traffic. SR-60 has been included in the 1998 Regional Transportation Plan as one of the freeways which may warrant exclusive

"truck lane(s)" in order to reduce peak-hour delay in goods movement as well as mixed traffic, to ensure more reliable rush hour delivery of goods, and to improve traffic safety and emission of pollutants. The Feasibility Study focuses on design alternatives, financial impact, highway operations, safety considerations, environmental impacts and regional benefits.

To date, the SR-60 consultant team has collected baseline data for the SR-60, completed a literature review on this topic, and produced an Existing Conditions report, an Environmental Assessment report, conceptual designs and cost alternatives, as well as recommended alternatives (current phase). Following public workshops, a final report will be prepared.

So What about Truck Lanes?

Due to the high volume of truck traffic on this major regional freeway, the idea of separating truck traffic from regular automobile traffic has evolved. Southern California Association of Governments (SCAG) and Caltrans, in association with local governments along the corridor, and several transportation, regulatory, and consulting agencies as well as private entities have been conducting the SR-60 Truck Lane Feasibility Study to look at the feasibility and effects of constructing dedicated truck lanes along the Pomona Freeway between I-710 and I-15 in Los Angeles and San Bernardino counties.

How Would A "Dedicated Truck Lane" Work?

Based on the findings of the feasibility study, the recommended scope of the proposed truck lanes is a combination of "at-grade" widening and "elevated structure." This would mean that along the Pomona Freeway, two dedicated lanes would be constructed in each direction either at freeway level or elevated above the freeway depending upon the physical and environmental constraints at that segment of the freeway.

How Effective Are the Dedicated Truck Lanes?

Based upon available and future forecast data for the year 2020, the maximum number of trucks occurs at I-605, SR-67 and I-15 freeway interchanges with Route 60. The peak truck traffic occurs between 10:00 a.m. and 1:00 p.m. each weekday. By the year 2020, truck volumes will approximately double from what exists today. A little less than half of the new volume would use the truck lanes. In reality, the actual number of trucks, which will use the new facilities, will depend upon the economic factors such as potential time savings, number of trips, number of loads that can be transported in a given time, the amount of toll to be paid, etc.

Location	Truck Volume per Hour per Direction		
	1994	2020	Growth 1994-2020
West End	1,890	2,850	960
East of I-605	1,360	2,200	840
SR-57 Junction	1,474	2,970	1,500
East of SR-71 Junction	1,180	2,310	1,130
East End	2,200	4,000	1,800

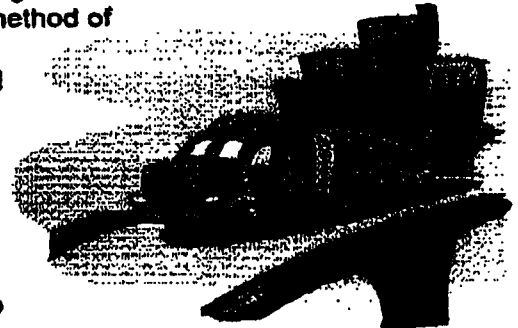
What is the Cost of the Dedicated Truck Lanes?

The cost for a dedicated truck lane depends upon if it is at-grade or elevated. The following table reflects the approximate construction cost of the proposed truck lanes for various segments along the freeway for both at-grade widening and elevated structure. The costs shown include right-of-way acquisition, construction, and engineering support, but do not include the cost of potential environmental mitigation or utility relocations.

Segment (west to east)	Length (miles)	Alternative Project Cost Estimate		
		At-Grade Widening (\$ mil)	Elevated Structure (\$ mil)	Cost of Structure Over Widening (%)
I-710 to Vail	3.1	\$516	\$653	27%
Vail to Santa Anita Avenue	3.9	\$284	\$595	110%
Santa Anita to 7 th Avenue	4.1	\$458	\$800	75%
7 th Avenue to Fullerton	5.2	\$624	\$883	42%
Fullerton to Grand	5.0	\$519	\$859	66%
Grand to Reservoir	5.8	\$669	\$992	48%
Reservoir to Euclid	4.7	\$381	\$683	79%
Euclid to I-15	5.9	\$407	\$618	101%

Based upon the costs, it appears that a combination of at-grade widening and elevated structure would be the most practical method of constructing future dedicated truck lanes.

Therefore, the overall project cost in today's dollar is estimated between \$3.9 to \$4.3 billion.



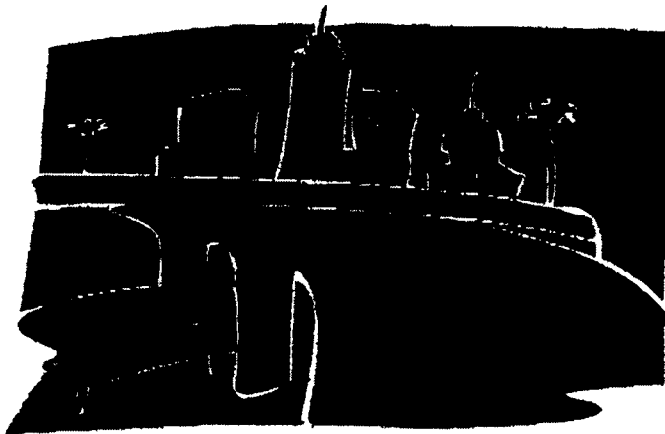


RECOMMENDED ALTERNATIVE

What Will Be The Environmental Impacts?

The at-grade widening alternative requires acquisition of new right-of-way at various locations along the corridor. This will affect a number of residences, businesses and commercial buildings as well as schools, parks, and other environmentally sensitive areas adjacent to the freeway. These impacts will require comprehensive environmental studies before the project can be approved for implementation. The elevated segments as proposed in the feasibility study would pose lesser degree of environmental impact.

The preliminary environmental assessment study is available for public review by contacting Naresh Amatya of the Southern California Association of Governments at 213-236-1885.



When Would Truck Lanes be Constructed and How Will They Be Funded?

Construction of dedicated truck lanes over 37 miles of freeway would be time-consuming as well as expensive. If local, state and federal financing can be secured to augment user fees expected to be collected from trucks on the lanes, construction could be staged so that sections of the lanes could be opened sequentially to match the flow of funds. It would be possible to have sections open to truck traffic in about 7 years.

STUDY PARTICIPANTS

- ◆ Southern California Association of Governments
- ◆ California Department of Transportation
- ◆ State Route 60 Truck Lane Task Force
- ◆ San Bernardino Associated Governments
- ◆ San Gabriel Valley Council of Governments
- ◆ Riverside County Transportation Commission
- ◆ Kaku Associates (Traffic Consultant)
- ◆ Arellano Associates (Outreach Consultant)
- ◆ And others

How Can I Find Out More about This Project

A series of workshops will be held in September for public participation. Project maps, data and findings will be available for public review. Project staff and consultants will be available to answer any questions. The workshop dates and locations are as follows:

Monterey Park
Tuesday, September 19, 2000
City of Monterey Park
Service Club House
440 S. McPherrin Avenue
5 p.m. - 7 p.m.

Pomona
Wednesday, September 20, 2000
Washington Park
Community Center
865 E. Grand Avenue
5 p.m. - 7 p.m.

Hacienda Heights
Monday, September 25, 2000
Hacienda La Puente School District
Board Room
15959 E. Gale Avenue
5 p.m. - 7 p.m.

What Happens Next?



Upon completion of the public workshops, a final report will be presented to the Southern California Association of Governments Regional Council in November 2000 for a decision on feasibility of the project.

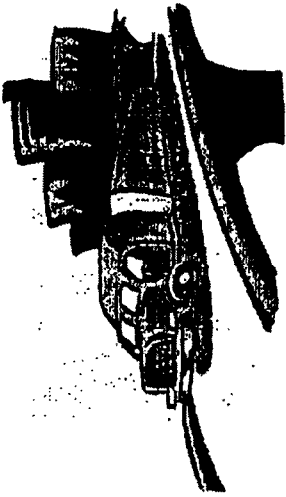


Southern California
ASSOCIATION of
GOVERNMENTS



c/o Arellano Associates
4091 Riverside Drive, #117
Chino, CA 91710

B. Workshop Flyer

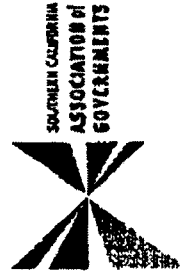


State Route 60 (SR-60) Truck Lane Workshops

Join SCAG and Caltrans for presentations on truck lane findings for State Route 60 (Pomona Freeway)

The workshop dates and locations are as follows:

Monterey Park	Pomona	Hacienda Heights
Tuesday, September 19, 2000	Wednesday, September 20, 2000	Monday, September 25, 2000
City of Monterey Park	Washington Park	Hacienda La Puente School
Service Club House	Community Center	District, Board Room
440 S. McPherrin Avenue	865 E. Grand Avenue	15959 E. Gale Avenue
5 p.m. - 7 p.m.	5 p.m. - 7 p.m.	5 p.m. - 7 p.m.



It is estimated that State Route 60 will have one of the region's highest truck traffic volumes in the years 2010 and 2020. Feasibility Study findings for truck lanes along the SR-60 from I-710 (Long Beach Freeway) through I-15 (Ontario Freeway) will be presented.



**For more information,
please contact Genoveva Arellano or Ray Verches at 909/627-2974.**

Workshop hosted by Southern California Association of Governments (SCAG) and Caltrans.

C. Press Release

STATE ROUTE 60 FREEWAY TRUCK LANE FEASIBILITY STUDY

For more information,
please contact Genoveva Arellano
at 909/627-2974

FOR IMMEDIATE RELEASE

September 13, 2000

TRUCK LANE OPTIONS PROPOSED FOR POMONA FREEWAY

Public Workshops to Be Held

(LOS ANGELES, CA) - The Southern California Association of Governments (SCAG) and the California Department of Transportation (Caltrans) are ready to present proposed options for dedicated truck lanes along State Route 60 (Pomona Freeway) between Interstate 710 in Los Angeles and Interstate 15 in San Bernardino.

SCAG and Caltrans will hold a series of public workshops to discuss all aspects of the project options and obtain public input. The following is a list of the scheduled workshops:

Tuesday, September 19, 2000, 5 p.m. - 7 p.m.

City of Monterey Park Service Club House
440 S. McPherrin Avenue
Monterey Park

Wednesday, September 20, 2000, 5 p.m. - 7 p.m.

Washington Park Community Center
865 E. Grand Avenue
Pomona

Monday, September 25, 2000, 5 p.m. - 7 p.m.

Hacienda La Puente School District Board Room
15959 E. Gale Avenue
Hacienda Heights

- more -

SR-60 TRUCK LANE WORKSHOPS

Page 2

SR-60 is one of the most heavily used freeways by trucks engaged in inter- and infra-regional goods movement, serving both port and domestic traffic-It is of major importance in the distribution of consumer goods and in facilitating international trade.

Due to the high volume of truck traffic on this major regional freeway, the idea of separating truck traffic from regular automobile traffic has evolved. SCAG and Caltrans, in association with local governments along the corridor, and several transportation, regulatory, and consulting agencies as well as private entities, have been conducting the SR-60 Truck Lane Feasibility Study to look at the feasibility and effects of constructing dedicated truck lanes along the Pomona Freeway between 1-710 and 1-15 in Los Angeles and San Bernardino counties.

Based on the findings of the feasibility study, the recommended scope of the proposed truck lanes is a combination of "at-grade" widening and "elevated structure." This would mean that along the Pomona Freeway, two dedicated lanes would be constructed in each direction either at freeway level or elevated above the freeway depending upon the physical and environmental constraints at that segment of the freeway.

The Feasibility Study has evaluated the project alternatives based on accessibility and mobility, costs and economics, environmental sensitivity, safety impacts, operational characteristics, regulatory concerns, and regional benefits.

For additional information, please contact Genoveva Arellano at 909/627-2974.

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NEWS RELEASE

CITY OF MONTEREY PARK

For Immediate Release
Contact: Amy Ho (626) 307-1260



SR-60 Truck Lane Workshop



**When: Tuesday, September 19, 2000
6:00 p.m. – 8:00 p.m.**

**Where: Monterey Park Service Club House
440 S. McPherrin Avenue
Monterey Park**

The Department of Transportation (Caltrans) and the Southern California Association of Governments (SCAG) are holding a workshop on the feasibility of constructing dedicated truck lanes along the SR-60 (Pomona Freeway) between I-710 and I-15 in Los Angeles and San Bernardino Counties respectively. The project is expected to provide for either partial or full separation of commercial trucks from other vehicles using the freeway, thereby reducing peak-hour delay, ensuring more reliable delivery of goods, and improving traffic safety and air quality.

This final public workshop will present the latest project layout that is anticipated for the proposed truck lanes. Take advantage of this opportunity to provide your input and find out more about this project.

###

D. Newspaper Articles

ent By: ARELLANO ASSOCIATES;

909-628-5804;

Nov-21-00 12:12PM;

Chino Hills - Claremont - Diamond Bar - Fontana - La Verne - Montclair - Ontario - Pomona - Rancho Cucamonga - San Dimas - Upland

INLAND VALLEY || Monday

OUR TIMES SEPTEMBER 11, 2000

Los Angeles Times

Options costly to ease truck traffic

Douglas Heberman
Our Times

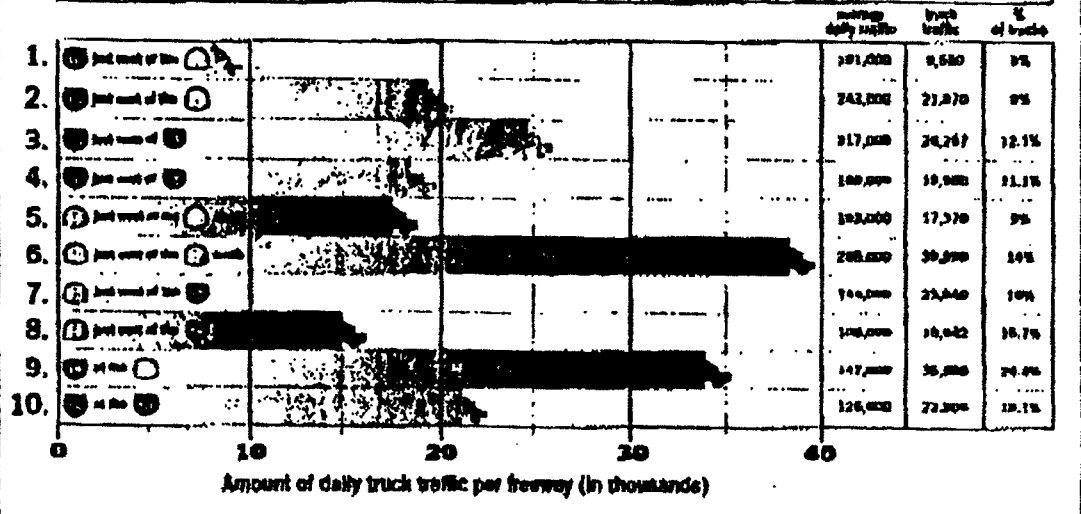
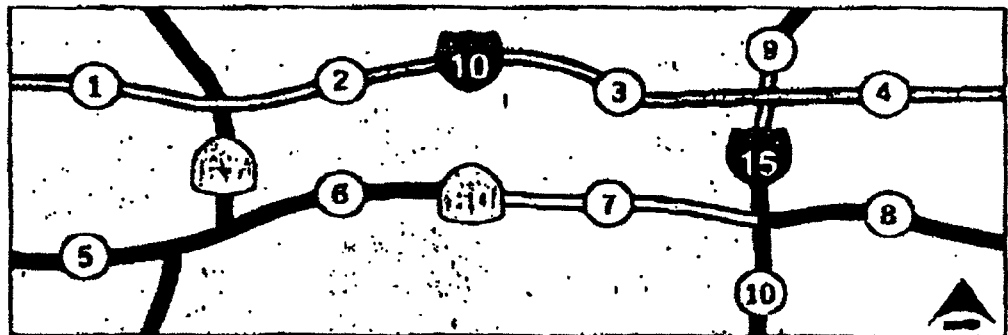
They rumble through the Inland Valley delivering bananas and bread to local supermarkets, capri pants and cardigans to department stores and raw materials to manufacturing plants. And more and more they stream to the burgeoning number of warehouses and distribution centers to unload and load everything from car parts to compact discs.

They often fill at least the outside lane of the 60 Freeway like circus elephants traveling tail to trunk in an endless chain. They back up onto Interstate 10 at the Sierra Avenue offramps in Fontana because the interchange wasn't built to handle them. And on surface streets, they frustrate in-a-hurry car drivers as they lumber from stop light to stop light.

As the Inland Empire's population grows and as trade increases steadily at the ports of Los Angeles and Long Beach, the United States' two busiest harbors,

SEE TRUCKS PAGE 5

Trucks on Inland Valley freeways



ROBERT F. HERNANDEZ / OUR TIMES

TRUCKS

CONTINUED FROM 1

more and more of them will be rolling through here carrying the goods that keep the economy humming.

Trucks. Big rigs. Buses. Eighteen-wheelers. Tractor-trailers.

As of June, more than 750,000 heavy trucks were registered in California, according to Paul, a former Michigan company that keeps statistics on vehicle registration nationwide. The California Truck Register includes vehicles in excess of 10,000 pounds gross vehicle weight. Pickup trucks and commercial vans are not included in the total.

With such considerable numbers, more visible trucks — more congested freeways, accidents that cut the life traffic for hours, breathe air pollution.

"It's horrific," said Tom Bremer of Mesa, whose work servicing copy machines takes him all over the region. "It's just heavy load haulers with loads on local roads and highways, he said.

"Increasing truck traffic is the single biggest negative factor we have in this area," said Norm Sibley, executive director of San Bernardino Associated Governments, which acts as San Bernardino County's transportation coordinator.

Leaders in the Inland Valley and Southern California have begun looking for solutions to these problems.

Some of the answers are costly and some are controversial.

The region's freeways are already jammed with trucks, said economist Andy Fleming. Congested job growth in the entire Inland Valley and surrounding growth in the warehouses and distribution industry largely increases truck traffic in the future, he said.

Government action is necessary to reduce the flow of trucks to and from the region, he said.

"Any truck you take off the road is a help," Fleming said.

A help, because increased competition means slower trips and slower trip means delivery delays that hurt the region's economy, he said. Bureaucratic congestion that wastes all jobs, Fleming said.

"This is not an easy problem to solve," said Stan Randolph, executive director of planning and policy coordination for the California Trucking Area.

WAREHOUSES

The problem exists, in part, because the Inland Valley has gradually converted land into a major center for warehousing and distribution centers, which draw large volumes of trucks.

A study published in the Journal of the Institute of Transportation Engineers in July 1994, based on 11000 work days in Pomona, found a warehouse will generate 27 truck trips a day for every 100,000 square feet of space. So the warehouse and distribution centers that have 500,000 square feet of space would generate 135 truck trips a day.

Warehouse development came to the Inland Valley because of the available land at affordable prices, Fleming said. Cities are for warehouses because they create waiting jobs while having a low demand for costly city services like police, fire, sewerage and code enforcement, said Oskaloa City Manager Greg Deverette. At times, parts of warehouses get taken over for manufacturing, which creates even more jobs in the same area, he said.

No one is predicting an end to the warehouse building boom any time soon.

"We're approving warehouses left and right," said George Urey, a member of the Pomona Planning Commission.

Cities typically make developers pay for land widening and other measures to make up for the undesirable impacts, such as increased traffic, of their projects. But because of the way local, state and federal trans-



Big rigs draw passenger cars on the 60 Freeway near Glendora Avenue in Glendora.

PHOTO BY GARY J. COLE FOR THE TIMES

portation dollars are almost nil, it can take years for these dollars to catch up with growth, they said.

"We're going to get terrible," Deverette said. "Before you get the funding."

NEW LANES

One proposed solution is the increased truck traffic that is increasing considerably attention from policymakers is a new at-will truck-only lanes on the 60 Freeway.

But regional leaders warn that the solution is costly and difficult.

"It's by no means a slam-dunk," they said.

The truck lanes would run in each direction from the 710 Freeway to Interstate 15 — about a 27-mile stretch. The 710 carries much of the regional truck traffic and the 15 carries a large percentage of the trucks ferrying goods to and from Inland Valley warehouses and distribution centers, officials said.

"We've found the 60 is one of the worst freeways in terms of truck traffic," said Martin Amato, waste planner with the Southern California Association of Governments. The regional planning agency is studying the truck-lane idea and plans to present a proposal to its governing board in November.

The study also showed that shifting trucks into truck-only lanes would boost the speed of freeway traffic more than the average addition of "mixed-flow" lanes — lanes for all types of vehicles.

There are two ways to expand the capacity of a freeway, Amato said. One is to build new lanes on the ground, the other is to build "vertical" lanes over the freeway.

Some have found along the 60 would not always be easy to express in certain locations, the study proposed would call for expansion, where it's possible, and overhead lanes where it's not. The overhead lanes would carry over-truck traffic and the trucks would stay on the ground level, Amato said.

Access to the truck lanes

would only be available of some interchanges, he said.

The cost is estimated at \$1 billion to \$1.5 billion to build the 27-mile stretch, he said. Construction would be in phases as money became available, he said.

The study determined that a 70-mile-per-mile toll for trucks using the truck-only lanes would pay for the toll, he said. It would take \$3 billion to \$5 billion to build the rest of the freeway would have to come from federal, state and local sources, Amato said.

WOULD THEY STAY?

"It's not going to be easy, obviously," Amato said.

The possibility of a China trucking firm said a truck lane would have a limited impact.

"The little guy wouldn't be able to pay the toll," said Mike Adams of Jack Army Trucking. Adams' firm would continue to send trucks down the main part of the freeway, in part diverting the purpose of the lane.

Trucker Randy Pritchard of Apple Valley, who delivers milk to chain supermarkets and other big grocery stores, said many truck drivers like the idea of staying away from city traffic.

"I think a lot of them would pay gladly" for the privilege, he said.

In fact, only about 30% of trucks would use the truck-only lanes, Amato said. But that should still produce a 3 mph to 10 mph increase in average speeds on the affected stretch of the 60, he said.

Some skeptics see the high cost, construction, neighborhood be commuters and other difficulties of making truck lanes happen on the 60 and shake their heads.

"It just isn't going to happen," said George Koenig, the highway-highway administrator's executive administrator in motor carriers from 1983 to 1990.

OTHER OPTIONS

While taking a stand on the issue, Fleming said there are other ways to reduce truck traffic on local freeways. Two he mentioned greater use of

trucks to move goods between here and the ports of Los Angeles and Long Beach and a boost in air cargo shipments to and from Ontario International Airport.

For the latter, Fleming said, there needs to be a thorough survey done to determine the number of cargo planes carrying products originating in or destined for the Inland Valley and how many Los Angeles International Airport that would be based all using Ontario International Airport.

Cost estimates were \$10 million, said the airport has commissioned a study, and this toll, that will tell ways the airport can increase its share of the cargo market.

"LAX is looking at the money, they are more than happy to divert any cargo to Ontario," he said.

There had a suggestion of how many trucks can be on the road when no one else is.

"That would make a big difference," he said.

Steven Hesterman, vice president of the California Trucking Assn., said it might be smart to get trucks off the road at the busiest times by shifting their delivery schedules.

"We're going to have to look at all peak deliveries," he said.

But he and Jack Kyrus, chief economist for the Los Angeles Economic Development Corp., said the warehouses, distribution centers and parking decks at businesses would have to be open at odd hours, which would be hard to coordinate.

Kyrus said talk is just beginning to move closer about yet another way to reduce the truck traffic from the ports. Trains from the ports could carry cargo to small inland centers where the freight could be transferred to trucks. Normally trains are only cost-effective for long hauls, but with competition rising on Eastland freeways, moving trucks down considerably, trains might become more attractive even for short hauls, Kyrus said.

To: Miss Genoveva L. Arellano (909) 628-5804

60公路計劃興建卡車專用道

(記者陳家威特刊公局中報訊)計劃中在六十號公路興建長達三十七英里卡車專用道的諮詢工作，將於十月二十六日與專家小組開會，並廣泛涉及地區居民的回響、道路方式、經費估計等報告。

六十號公路是其中一條卡車最常使用的高速公路。它橫跨多倫多市主要居住地區，如東特利公園(Markham Park)市、萊克(Leamington)、文爾斯地(Elmwood)、羅蘭崗(Rowan Heights)、密仙亞斯(Mississauga)等。

諮詢工作由首席工程師麥萊(Peter McLea)，十九日在開放給市民意見的諮詢會上指出，有關在往來內各兩條的專用道，將興建在六十號公路介於七一〇及十五號公路之間的路段，並根據路段的地形、交通及環境因素，以開闢兩條新道路或興建高架公路作為卡車專用道。

麥萊說，有關工程將耗資約一億五千萬加元，當局所採用加寬原有道路或興建高架公路而定。根據諮詢工作隊的建議，是採用上述兩種方法，即把三十七英里的路段劃分為四個部份，分別使用加寬原有道路及興建高架公路方法，所須的費用介於三十九至四十三億元之間，一旦獲得批准，卡車專用道可在七年後竣工。

麥萊說：「興建工程的費用相當龐大，預料其中的四分之三將由地方、州及聯邦政府撥款支付，其餘的四分之一則會轉移到卡車司機身上，即向他們收取過路費。」他又補充，如果選擇加寬道路供作卡

車專用道的話，將會對一些住宅區、商業區、學校、休閒公園等，造成環境影響。因此當局在批准有關的工程前，會進行仔細的環境研究。至於興建高架公路的做法，則會帶來較少的環境影響，但所須的費用則較高。有關興建卡車專用道的事項，早已納入一九九八年區域交通計劃，以確保在高峰時段，區區交通可以準時通暢，同時也有助於舒緩交通狀況，加強公路安全，及減少空氣污染。

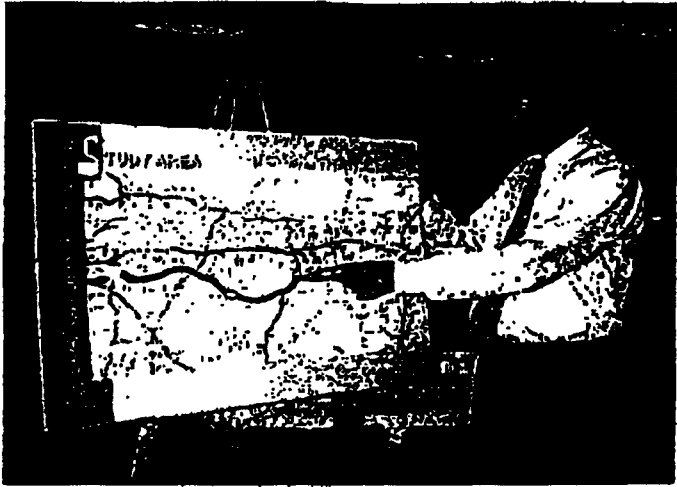
基於大量的卡車使用本區域的高速大道，因此有關當局建議興建卡車專用道。南加州政府協會(SCAG)和加州運輸部(Caltrans)在興建一帶的地方政府、交通、立法及諮詢機構、私人、進行有關興建卡車專用道可行性研究後，確定是否興建有關的專用道。

根據預測，到二〇二〇年的時候，卡車的數量將比目前增加一倍，大部份的卡車將會集中在六〇五、五十七、十五及六十號公路的交匯處。而卡車的上路高峰時期則是每週一至週五，介於早上十點到下午一點之間的時段。

他們也預測少過一半的卡車會使用卡車專用道。實際上這些卡車會否使用專用道，主要是根據當時的經濟因素，即可節省的時間及來回次數、過路費及須繳付的過路費而定。參與卡車專用道研究工作的單位，包括南加州政府協會、加州運輸部、

六十號公路卡車專用道專案小組、聖伯納丁斯政府協會、聖蓋博谷市議會、河濱縣運輸委員會、負責交通諮詢的卡路公司(Kalu Associates)、負責延伸諮詢的阿爾拉公司(Alra Associates)及其他單位。

此外，諮詢工作隊也將於二十日及二十五日傍晚五點至七點，在波莫納(Pomona)及哈仙達蘭等卡車專用道諮詢會，歡迎當地居民出席，以瞭解有關建議工程。詳情可致電(909)627-2974。



諮詢工作隊首席工程師麥萊將興建中的卡車專用道圖。(記者陳家威攝)

* news story -
SR60 Truck lane,
workshop in MP, 9/19

from: K.F. CHIN
reporter
SING TAO NEWSPAPER

Inland Valley

Mike Rappaport's California Dreamin' column will return Sunday. Mike can be reached at 483-8558 or by email m_rappaport@dailybulletin.com.

CLAREMONT • DIAMOND BAR • LA VERNE • POMONA • SAN DIMAS • CHINO • CHINO HILLS • FONTANA • MONTCLAR • ONTARIO • RANCHO CUCAMONGA • RIALTO • UPLAND

Agency suggests special lane for trucks

■ Caltrans is seeking public input on multibillion dollar proposal to add lane on Pomona Freeway.

By Andrew Weiner
Staff Writer

A plan to create dedicated truck lanes along the Pomona Freeway could cut into a golf course in Diamond Bar and absorb more than 100 homes adjacent to the freeway from Diamond Bar to Ontario.

The Southern California Association

of Governments and Caltrans are seeking public input on the proposal - developed by Kaku Associates - through a series of open workshops.

Truck traffic makes up 4 percent to 11 percent of the traffic on the Pomona Freeway from the Long Beach Freeway to Interstate 15, Kaku Associates consulting firm Vice President Paul Taylor said at a public workshop in Pomona

on Wednesday evening. But by 2020, truck traffic will account for 11 percent to 21 percent of total vehicle traffic on the route, he added.

To head off potential problems, SCAG hired Kaku about 18 months ago to determine the best way to accommodate booming commercial traffic from the ports of Los Angeles and Long Beach east to the Inland Valley, Taylor said.

The project will not be cheap and will be primarily funded with public money, said SCAG senior transportation planner Nareesh Amatya.

It would cost about \$4 billion for the project, about 75 percent of which would be supported with government funds, Amatya said, adding that the remainder would be made back through truck tolls.

Public interest has been tepid so far as the project is still at least seven years away from completion, Kaku consultant Genoveva Arrellano said.

No one from the public showed up at Wednesday's workshop, and attendance at other sessions has also been light.

"The public feels like this is way out there," Amatya said. "It is not going to have an impact right away."

SCAG's governing council is expected to vote on the plan in January.

The truck lane expansion plan will then have to compete with a multitude of other transportation projects for funding before construction can begin, Amatya said.

Andrew Weiner can be reached by e-mail at a_weiner@dailybulletin.com or by phone at (909) 483-8328.

Workshop Monday on 60 Freeway truck lanes

A public workshop to discuss proposed options for dedicated truck lanes along the 60 Freeway is set for 5 to 7 p.m., Monday, Sept. 25 at the Hacienda La Puente School District board room, 15959 E. Gale Ave., Hacienda Heights.

Public input will be sought on the proposal to construct two lanes dedicated to truck traffic in either direction on the freeway between Interstate 710 in Los An-

geles and Interstate 215 in the San Bernardino/Riverside area.

The proposal is the result of a study conducted by the Southern California Association of Governments (SCAG) and the California Department of Transportation (Caltrans). The study was prompted by heavy truck use of the freeway, according to SCAG and Caltrans officials.

Information: Genoveva Arellano at 627-2974.

Chino Hills Champion
(and chain newspapers)

9-23-00

Front page

G. Project Manager Community Outreach Memorandum

October 12, 2000

Memo to Truck Lane Task Force

From Paul Taylor,
Consultant Project Manager

Subject: Community Outreach for the Feasibility Study of
Truck Lanes in the SR-60 Corridor

After reviewing the results of our consultant team's reports at the last meeting, the Task Force authorized presentation of feasibility study information in a second round of public workshops in the SR-60 corridor. Using the same format as the initial round last fall, these workshops were held in Monterey Park (September 19), Pomona (September 20) and Hacienda Heights (September 25). While attendance was light, the quality of public input was excellent. A summary of comments follows.

- Are truck lanes tied to the Alameda Corridor project? *[The Alameda Corridor is designed to allow more goods to move by rail rather than truck.]*
- If truck lanes are built on SR-60, SR-60 will attract more trucks. Why aren't truck lanes proposed in the I-10 corridor? *[SCAG has put priority on studying feasibility of truck lanes on SR-60 because it has higher truck volumes today and the potential for greater benefits from truck lanes.]*
- General comments on adverse impacts of truck lanes on esthetics and noise (especially the elevated section), traffic, and pollution. Many feel adding truck lanes to the freeway corridor (especially in aerial sections) will divide the community. *[Future environmental studies will have to address these concerns.]*
- Concern about the status of pedestrian overcrossings of the freeway. While a recent HOV study says they will be removed, students must cross over or under the freeway to get to school. *[Such access should be maintained in some manner.]*
- Some in Hacienda Heights feel our recommendation for elevated section of truck lanes was based on political considerations due to that unincorporated area having no local representation.

Chapter 9

Implementation Strategies

This chapter presents the methodology and results of the financial analysis performed for the SR-60 Truck Lanes Feasibility study. Due to the complexity involved in conducting this analysis, only the add four lanes at freeway grade alternative was evaluated since it was the first one developed and the least expensive alternative.

OVERVIEW OF METHODOLOGY AND FINANCIAL ASSUMPTIONS

The results and conclusions of the financial analysis depend on several assumptions, discussed in this section. The financial analysis assumes that the SR-60 Truck Lanes Feasibility study attempts to self-finance to the extent possible by imposing user fees on the trucks that use the facility. The assumption is that trucks are free to use the SR-60 mixed-flow lanes or the proposed truck-only lanes, and that only those using the truck-only lanes pay user fees. Thus, trucks are using the tolled lanes because their travel time savings exceeds the cost of the user fee and not because they are prohibited from using the mixed-flow (free) lanes. The analysis also assumes that the user fee is a per-mile fee and that the per-mile rate varies by truck type. For this analysis, we have categorized all three or more axle trucks into heavy, medium and light.

To determine the revenue that can be raised by charging users a fee, forecasts of truck traffic on SR-60 were received from SCAG assuming the truck lanes are built. A model of the percent of trucks that would use the tolled truck-only lanes versus the mixed-flow lanes (i.e., retention rate) was also developed. The model applies research results on truck operations presented at the 2000 TRB meeting.¹ Detailed tables showing the volume forecasts and supporting analysis for the percent of trucks retained in the user fee lanes are available upon request.

To raise construction funds, it is assumed that the net revenue from user fees is leveraged to issue tax-exempt user fee revenue bonds, capital appreciation bonds and federal loans.² The user fee revenue bonds and capital appreciation bonds are

¹ Kawamura, Kazuya, *Perceived Value of Time for Truck Operators*, TRB Annual Meeting Preprint No. 00-0711, January 2000.

² Net user fee revenue includes interest earnings and subtracts operations and maintenance expenses.

assumed to require a 1.3x coverage factor³ and the federal loan is assumed to require a 1.1x coverage factor. These bonds and loans are assumed to be repaid over 30 years.

The analysis shows that the net user fee revenues alone are insufficient to fund the construction of the SR-60 truck lanes. The resulting funding gap is assumed to be covered by federal, state and local grants to the extent possible. All further funding shortfall is covered by local debt and GARVEE bonds. These latter two debt instruments may provide the necessary financing to build the project, but they will reduce the amount of resources available for other projects over the long-term. Because estimated user fee revenues provide roughly 30 percent of the project cost, it would be unlikely that private investors could be attracted without significant public grants making up the balance.

Other key financial assumptions include the following:

- **Construction Costs:** It is estimated that to construct the at-grade version of the SR-60 truck lanes would cost \$3.9 billion (Year 2000 US dollars). These costs are inflated to the year of expenditure using the Office of Management and Budget's Long-Term GDP Price Deflator. The resulting total construction cost is \$4.3 billion.
- **Construction Outlay Schedule:** The use of funds is determined by the construction schedule. For a vest case analysis, a 7-year construction schedule starting in 2002 and ending in 2008 is assumed, with the project opening to traffic in 2008.
- **Operations and Maintenance Costs:** The facility is assumed to have 64 electronic tollbooths, each of which costs \$60,000 to operate and maintain per year. In addition, the cost to maintain the roadway is assumed to be \$7,500 per mile per lane per year.
- **User fee Escalation:** It is assumed that the user fees are increased every eight years by 28.7%.⁴
- **Debt Issuance:** The analysis times the issuance of various debt instruments to reduce the overall cost of financing, taking into account issuance cost, capitalized interest cost, reserve requirements and interest rates. To reduce these debt costs, the analysis assumes that grant revenue is available to fund early construction and that debt financing is used only when grant revenue is exhausted. Debt is issued as needed to pay construction costs starting with the lowest overall cost to the highest overall cost.

³ Coverage factor is a ratio that expresses the amount of revenue compared to the amount of debt service.

⁴ 3.2% compounded over eight years. This rate was chosen to keep the retention rate constant over time.

- **Debt Costs:** The user fee revenue bonds include capitalized interest to cover the years between debt issuance and the commencement of user fee revenue. They also include a 1.5% issuance cost and the establishment of a reserve fund to cover a potential user fee revenue shortfall.
- **Reserve Funds.** In addition to the bond reserve fund, it is assumed that an operating reserve fund and a capital renewal fund are established. A half-year's worth of estimated operations and maintenance expenses are deposited in the operating reserve fund, and \$50 million is deposited in the capital renewal fund.
- **Interest Earnings:** Interest is earned on the balance in the construction fund, the capitalized interest fund and the bond reserve fund. The interest rate is assumed to be the maximum permitted bond rate.
- **Interest Rates:** The 6.20% rate assumed for the user fee revenue bond is the rate for the recent re-financing of E-470 toll road in Colorado. Capital appreciation bonds are assumed to have a 0.25% higher rate than user fee revenue bonds. The federal loan rate of 6.20% was obtained from the Federal Reverse Board. The local debt-borrowing rate of 6.0% is based on year 2000 California State GO bonds. GARVEE bonds are priced at 0.25% more than local debt.

RESULTS

Construction Financing

To determine the maximum amount of user fee revenue that could be generated by the SR-60 Truck Lane Project, a wide range of user fee scenarios was considered ranging from \$0.10 to \$1.60 per mile for heavy trucks, with medium and light trucks paying 75% and 50% of the heavy truck user fee, respectively. The results were also analyzed assuming that both medium and light trucks pay 75% of the heavy truck user fee. Figures 1 and 2 show the amount of debt financing through user fee revenue bonds, capital appreciation bonds and federal loans that could be raised under these user fee scenarios.

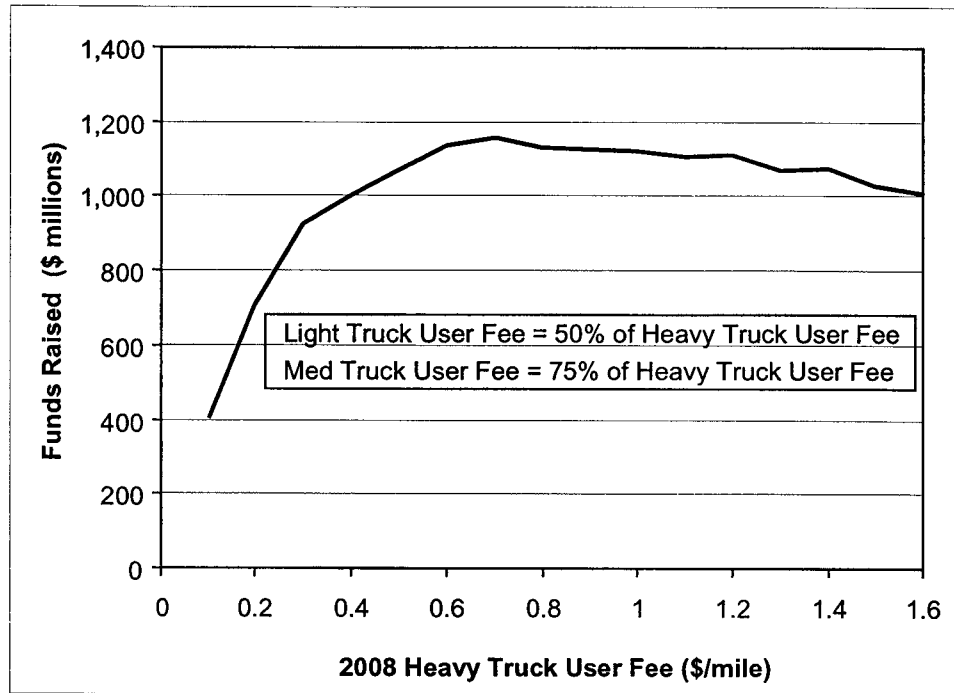


FIGURE 9.1
CONSTRUCTION FUNDS RAISED THROUGH USER FEE REVENUE
LIGHT TRUCK AND MEDIUM TRUCK USER FEE 50% AND 75% OF
HEAVY TRUCK USER FEE

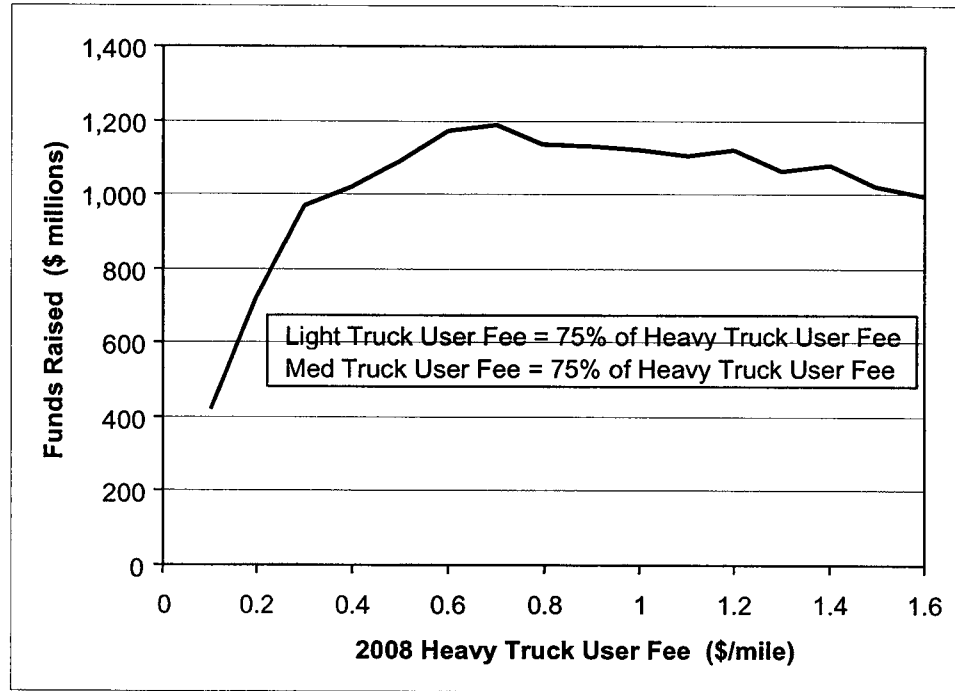


FIGURE 9.2
CONSTRUCTION FUNDS RAISED THROUGH USER FEE REVENUE
LIGHT TRUCK AND MEDIUM TRUCK USER FEE 75% OF
HEAVY TRUCK USER FEE

It can be seen that the maximum funding raised is about \$1.2 billion occurring at a heavy truck user fee of around 70 cents per mile. Figures 3 and 4 show the percent of trucks choosing to use the exclusive facility corresponding to these user fee scenarios (i.e., retention rate). At the revenue-maximizing user fee of 70 cents per mile for heavy trucks, the retention rate is about 30 percent. Tables 1 and 2 show the same information presented in Figures 1 through 4 in tabular format.

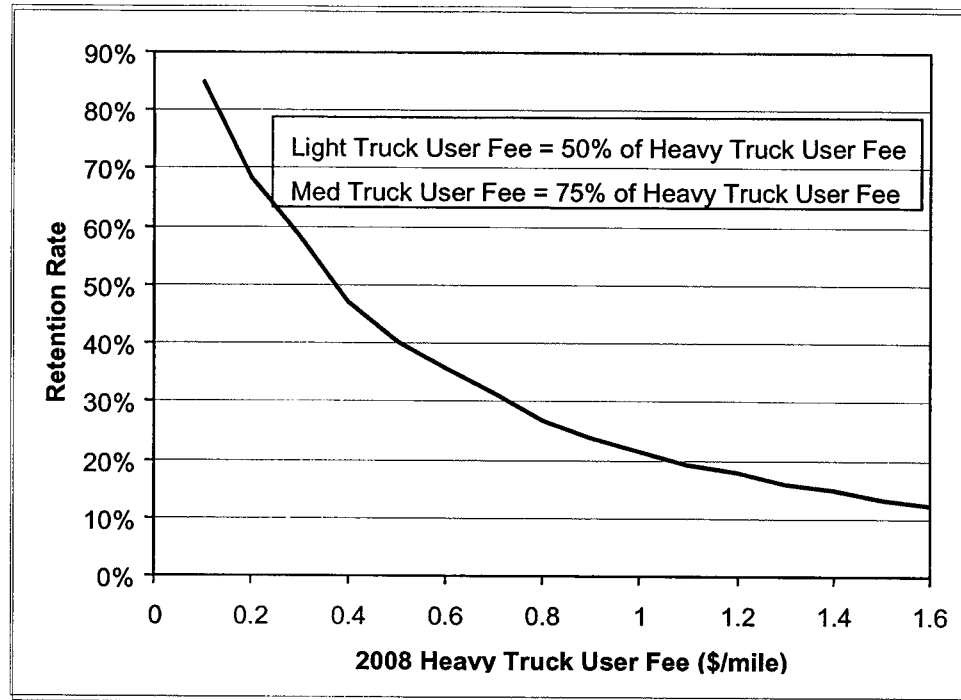


FIGURE 9.3
RETENTION RATE
LIGHT TRUCK AND MEDIUM TRUCK USER FEE 50% AND 75% OF
HEAVY TRUCK USER FEE

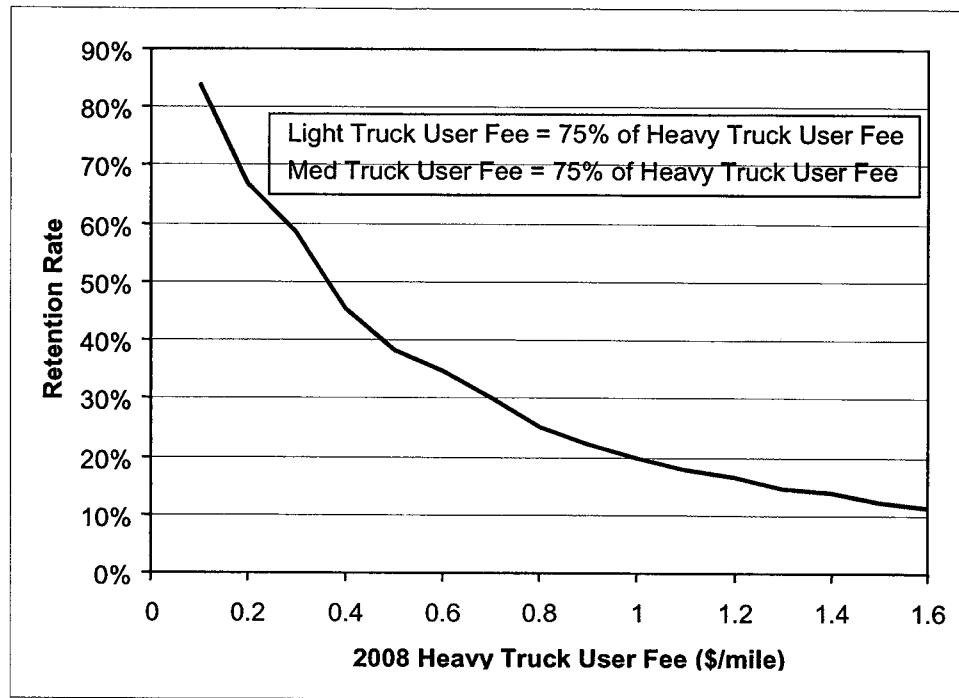


FIGURE 9.4
RETENTION RATE
LIGHT TRUCK AND MEDIUM TRUCK USER FEE 75% OF
HEAVY TRUCK USER FEE

TABLE 9.1
CONSTRUCTION FUNDS RAISED AND RETENTION RATE
(100% for HDT, 75% for MDT, and 50% for LDT)

2008 User Fee (\$/mile)			Retention Rate	Construction	
Light	Medium	Heavy		Funds Raised (\$M) ¹	Shortfall (\$M)
\$0.05	\$0.07	\$0.10	85.1%	\$403	\$3,878
	5				
0.10	0.150	0.20	68.4%	708	3,573
0.15	0.225	0.30	58.7%	924	3,357
0.20	0.300	0.40	47.1%	1,001	3,280
0.25	0.375	0.50	40.2%	1,071	3,210
0.30	0.450	0.60	35.9%	1,137	3,144
0.35	0.525	0.70	31.3%	1,157	3,124
0.40	0.600	0.80	26.8%	1,131	3,150
0.45	0.675	0.90	23.8%	1,126	3,155
0.50	0.750	1.00	21.4%	1,121	3,160
0.55	0.825	1.10	19.2%	1,106	3,175
0.60	0.900	1.20	17.8%	1,109	3,172
0.65	0.975	1.30	15.8%	1,068	3,213
0.70	1.050	1.40	14.9%	1,072	3,209
0.75	1.125	1.50	13.3%	1,029	3,252
0.80	1.200	1.60	12.3%	1,007	3,274

1. Construction costs equal \$4,281,000 in 2008 dollars.

TABLE 9.2
CONSTRUCTION FUNDS RAISED AND RETENTION RATE
(100% for HDT, 75% for MDT, and 75% for LDT)

2008 User Fee (\$/mile)			Retention Rate	Construction	
Light	Medium	Heavy		Funds Raised (\$M) ¹	Shortfall (\$M)
\$0.05	\$0.07	\$0.10	84.1%	418	3,863
	5				
0.10	0.150	0.20	66.8%	726	3,555
0.15	0.225	0.30	58.7%	968	3,313
0.20	0.300	0.40	45.2%	1,020	3,261
0.25	0.375	0.50	38.4%	1,087	3,194
0.30	0.450	0.60	34.8%	1,171	3,110
0.35	0.525	0.70	30.2%	1,186	3,095
0.40	0.600	0.80	25.1%	1,138	3,143
0.45	0.675	0.90	22.2%	1,131	3,150
0.50	0.750	1.00	19.9%	1,122	3,159
0.55	0.825	1.10	17.8%	1,105	3,176
0.60	0.900	1.20	16.7%	1,119	3,162
0.65	0.975	1.30	14.5%	1,063	3,218
0.70	1.050	1.40	13.8%	1,078	3,203
0.75	1.125	1.50	12.2%	1,021	3,260
0.80	1.200	1.60	11.2%	997	3,284

1. Construction costs equal \$4,281,000 in 2008 dollars.

The analysis shows that at most \$1.2 billion of the \$4.3 billion construction cost could be financed by leveraging the net user fee revenue. This estimate does not compare favorably with other recently constructed toll road and bridge projects. Available data indicate that other toll-financed projects were able to fund from 84% to 97% of their construction costs with toll revenue (see Table 3). It seems unlikely that private sources

of funding could be found given the gap between user fee revenue and construction cost. As a result, it can be concluded that project construction will require an infusion of capital from local or state sources such as a bond issue backed by a new tax source.

TABLE 9.3
TOLL REVENUE FINANCING FOR COMPLETED PROJECTS

Facility	Toll Revenue Backed Financing (\$M)	Percent of Total Financing
Mid Bay Bridge, Florida	81.7	97%
Foothill Transportation Corridor, California	1,743.0	96%
Pocahontas Parkway, Virginia	353.9	95%
San Jose Lagoon Bridge, Puerto Rico	116.8	93%
E-470 Highway, Colorado	587.6	92%
Santa Rosa Bay Bridge, Florida	95.0	92%
San Joaquin Hills Corridor, California	1,314.0	90%
Connector 2000, South Carolina	200.2	90%
Lake Ozarks Comm Bridge, Missouri	40.1	84%

Operating Surplus

It is projected that the facility, if built, would raise a substantial operating surplus. Figure 5 shows that the SR-60 user fee revenue is projected to be far greater than the ongoing operations and maintenance costs. The steady upward increase in user fee revenue is caused by slowly increasing truck volumes, and the revenue jumps every eight years are a result of user fee increases. Figure 6 compares the projected operating surplus from SR-60 with other well-known toll facilities. If the SR-60 truck lanes were built, the operating surplus would be comparable to that from the Golden Gate Bridge. Once the debt service is paid off, this surplus could be used to fund other transportation projects in the Los Angeles region.

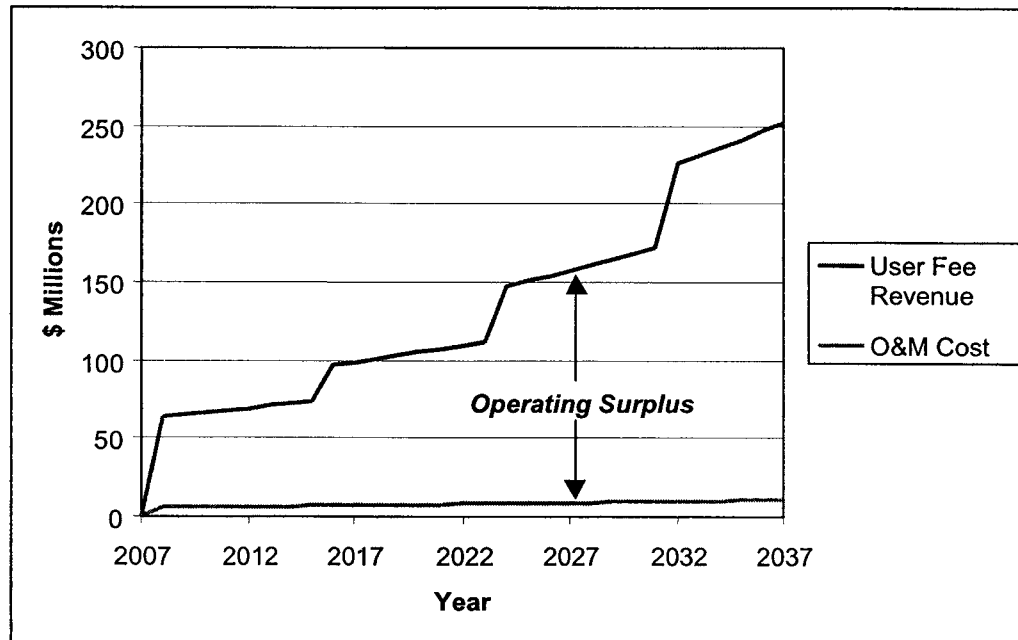


FIGURE 9.5
SR-60 ANNUAL OPERATING SURPLUS

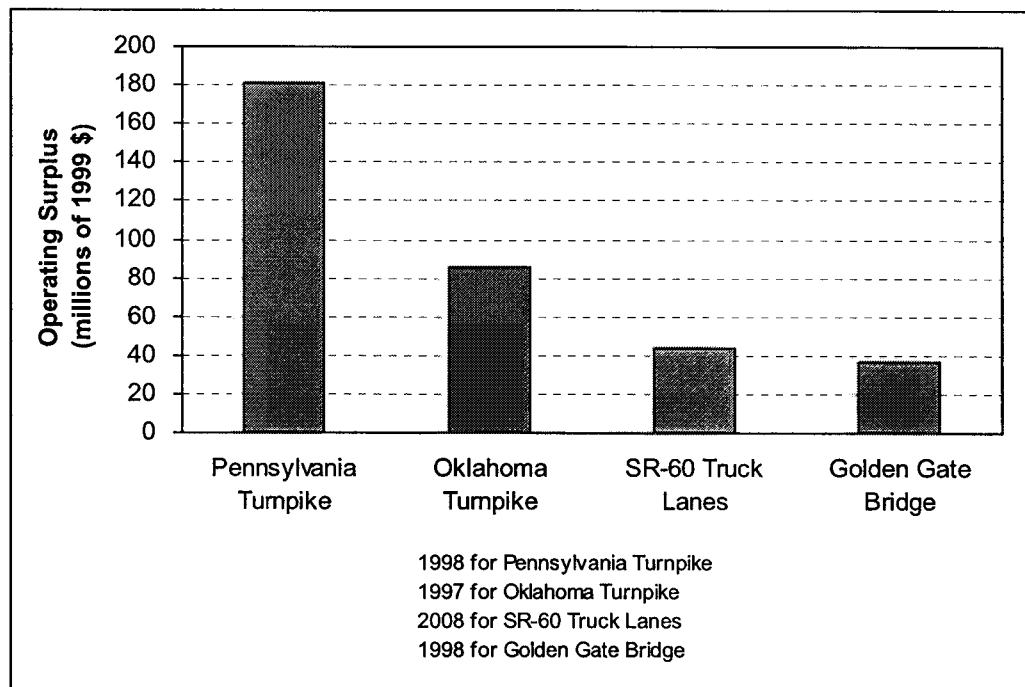


FIGURE 9.6
OPERATING SURPLUS FOR OTHER TOLL FACILITIES

A Potential Funding Scenario

One possible scenario for funding for the SR-60 truck lanes was developed. This funding scenario attempts to raise as much debt backed by the net user fee revenue as possible, and fund the gap with a combination of federal, state and local grants, local debt and GARVEE bonds. Detailed financial statements for this funding scenario are available upon request.

Table 4 shows the total amount of funding from each of the various sources. This scenario fairly optimistically assumes that SR-60 is able to raise \$1.2 billion in federal, state and local grants. This money would be available in 2002-2004. To cover the remaining funding shortfall, \$1.0 billion in local debt is issued in 2004 and \$900 million in GARVEE bonds is issued in 2005. The user fee revenue bond is issued in 2006, the capital appreciation bond in 2007, and the federal loan in 2007. Figure 7 shows the resulting stream of construction funds.

TABLE 9.4
SOURCES OF CONSTRUCTION FUNDS (\$ millions)

Project-Backed Debt:		
<i>User Fee Revenue Bond</i>	508	12%
<i>Capital Appreciation Bond</i>	427	10%
<i>Federal Loan</i>	222	5%
Grants	1,200	28%
Non-Project Debt:		
<i>Local Debt</i>	1,000	23%
<i>GARVEE Bond</i>	900	21%
Interest Earned on Construction Fund	24	1%
TOTAL	4,281	100%

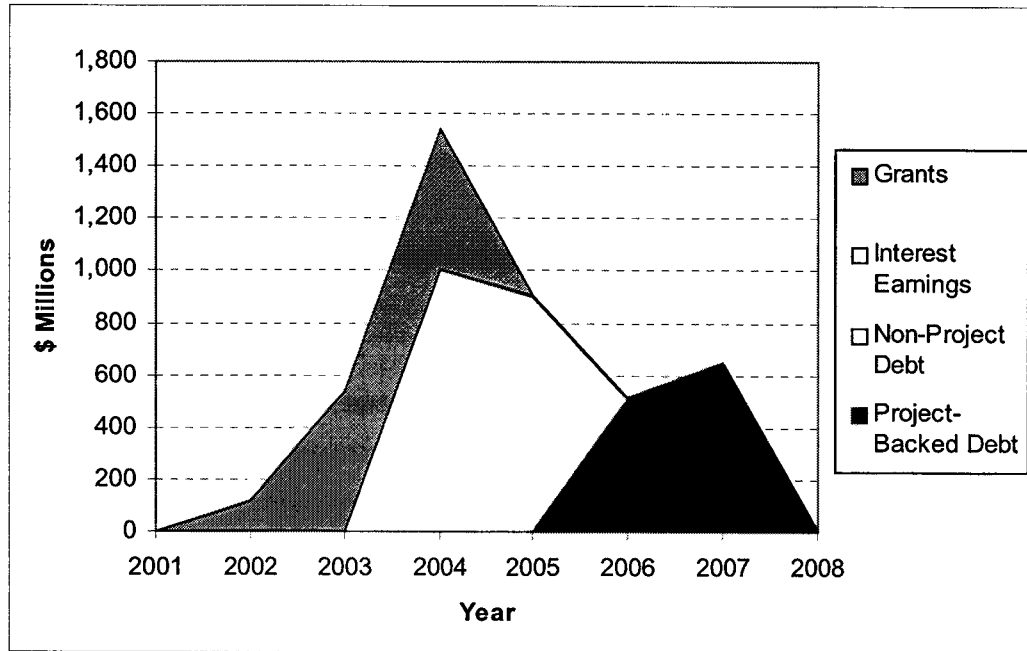


FIGURE 9.7
CONSTRUCTION FUNDING CASH FLOW STREAM

Ongoing operations of the SR-60 truck lane facilities are primarily funded with user fee revenues. However, federal and local assistance will be needed to pay-down the GARVEE bonds and local debt, respectively. Table 5 shows the sources and uses of funds over the 30 years after SR-60 is opened. The required federal and local assistance averages \$123 million a year over this period. This funding would reduce the amount of resources available for other transportation projects. Figure 8 shows the same information in a graphical format.

TABLE 9.5
ONGOING SOURCES AND USES OF FUNDS (2008-2037 annual average)

<u>Sources of Funds (\$ millions)</u>			<u>Uses of Funds (\$ millions)</u>		
User Fee Revenue	136	51%	O&M Cost	8	3%
Interest Earnings	8	3%	Debt Service	253	95%
Federal Assistance	63	24%	Miscellaneous	5	2%
Local Assistance	60	23%	TOTAL	266	100%
TOTAL	267	100%			

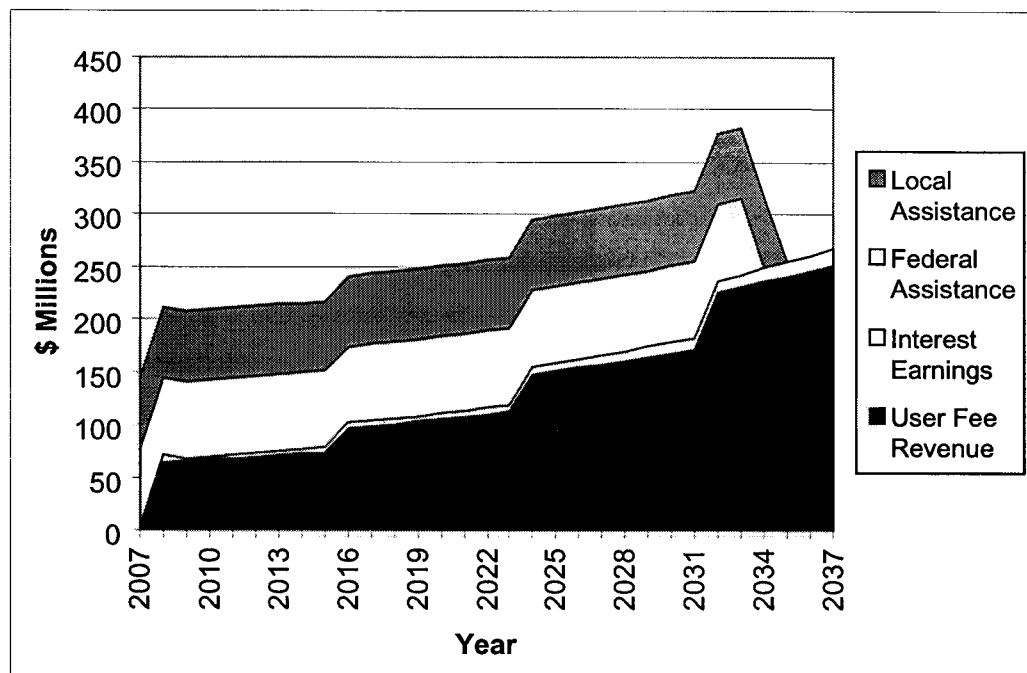


FIGURE 9.8
SOURCES OF ONGOING FUNDS

The overall cash flow and cash balance under this funding scenario are shown in Figures 9 and 10.

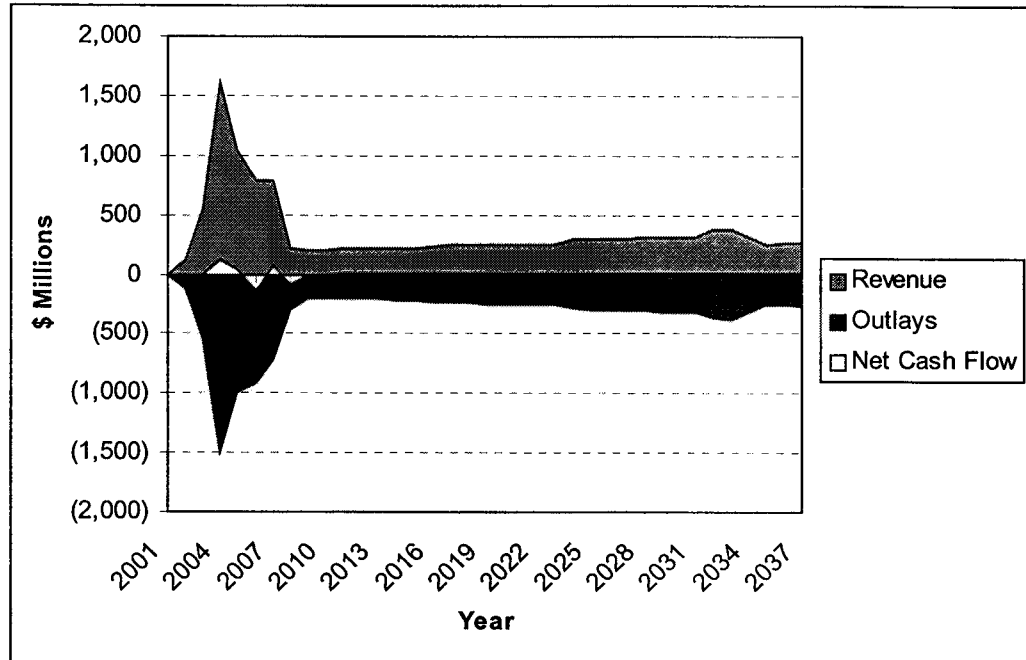


FIGURE 9.9
SR-60 TRUCK LANES CASH FLOW

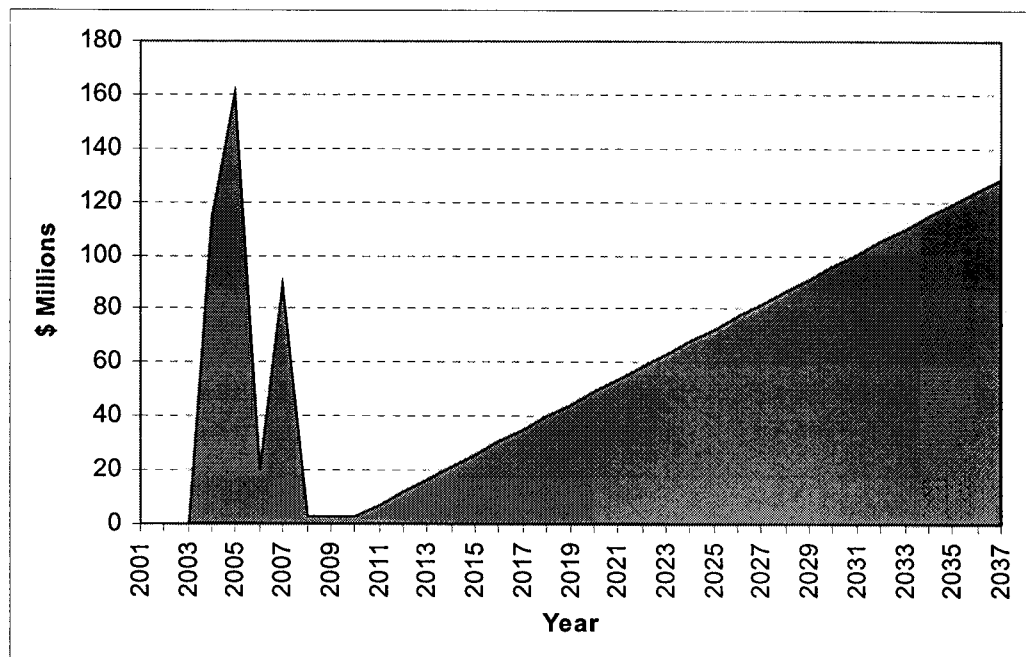


FIGURE 9.10
SR-60 TRUCK LANES CASH BALANCE (end of year)

SUMMARY

The financial analysis indicates that the SR-60 truck lanes will not generate sufficient user fee revenues to fund its construction. A variety of user fee charging structures were evaluated to determine the estimated construction funding that could be raised. The most advantageous of these structures would raise \$1.2 billion out of a total construction cost of \$4.3 billion. The remaining \$3.1 billion would have to be raised through other federal, state and local sources (see Figure 11). Taking into consideration the recent history of financing toll roads and bridges, this funding gap is larger than public funding agencies have been willing to cover. The funding gap is also sufficiently large, and the risks associated with generating an adequate return are likely to deter any significant private investment in the project construction.

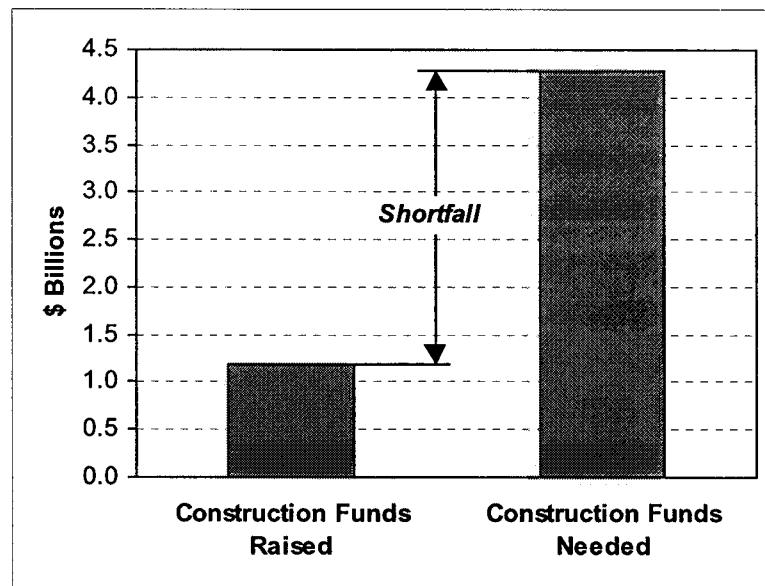


FIGURE 9.11
SR-60 TRUCK LANES CONSTRUCTION FUNDING SHORTFALL

Our analysis shows that, at most, \$1.2 billion of \$4.3 billion corridor construction costs could be financed by leveraging the net revenue from truck-lane user fees. This estimate does not compare favorably with other recently constructed toll road and bridge projects. Available data indicate that other toll-financed projects were able to fund from 84% to 97% of their construction costs with user fees. It seems unlikely that private sources of funding could be found given the gap between user-fee revenue and construction cost. As a result, it can be concluded that project construction will require an infusion of capital from local, state and federal sources.

PHASING OF CONSTRUCTION

Due to the large magnitude, both geographically and financially, of the SR-60 truck lanes, an incremental implementation strategy needs to be developed to segment and stage the improvements required.

The preliminary implementation concept presented in this chapter addresses several issues. First, it presents the strategies employed to develop the phasing and construction sequence for this project. It then discusses the need for improvements and enhancements directly within or adjacent to the SR-60 right-of-way envelope as well as the impacts the new facility may inflict throughout the wider band of arterial streets and other facilities comprising the SR-60 corridor. Finally, it examines the sensitivity to city street operations caused by to truck concentration impacts occurring due to the implementation of the new facility.

As mentioned in a previous chapter, the SR-60 study corridor has been segmented into eight portions that present similar characteristics. This preliminary plan utilizes the same segments when determining the construction staging for this project. One staging option for the corridor is presented in Table 6 along with the rationale used to develop it. As can be seen in Table 7, the preliminary implementation plan consists of four phases each comprised of two construction sequences and spanning a period of 5 years. The financial analysis in the previous chapter assumed the best case construction schedule of eight years, however, given the magnitude of this project a 20-year horizon represents a more likely estimate for its completion.

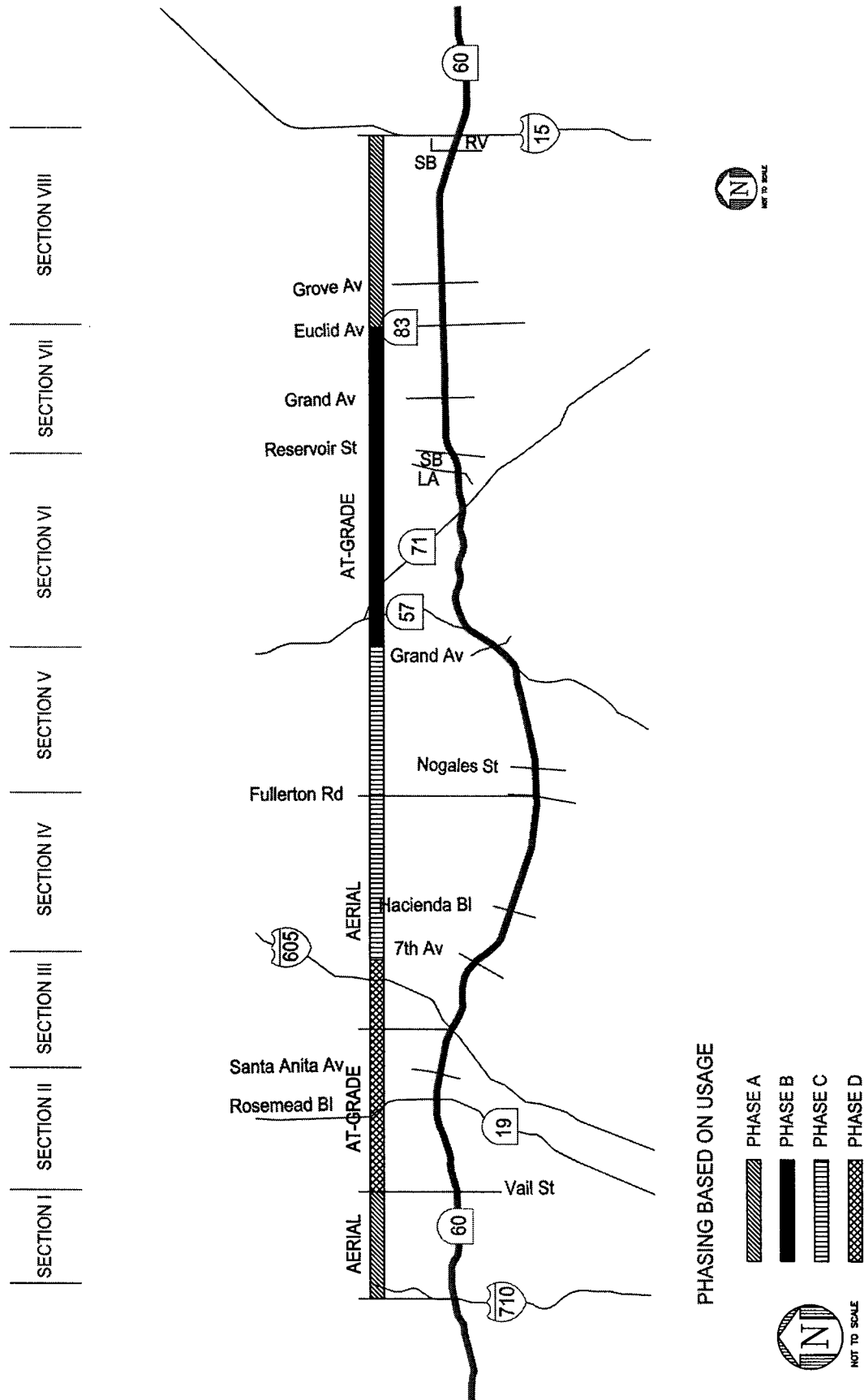
TABLE 9.6
CONSTRUCTION PHASING

	Segment	Length (in miles)	Cost (in millions)	Construction Sequence	Phase
I.	I -710 to Vail	3.1	\$ 650	2	A
II.	Vail to Santa Anita	3.9	\$ 280	8	D
III.	Santa Anita to 7th	4.1	\$ 630	7	D
IV.	7th to Fullerton	5.2	\$ 880	6	C
V.	Fullerton to Grand	5.0	\$ 520	5	C
VI.	Grand to Reservoir	5.9	\$ 670	4	B
VII.	Reservoir to Euclid	4.7	\$ 380	3	B
VIII.	Euclid to I-15	5.9	\$ 410	1	A

TABLE 9.7
LENGTH AND COST SUMMARY BY PHASE

Phase	Length	Cost
A	9.0 miles	\$ 1,060 million
B	10.6 miles	\$ 1,050 million
C	10.2 miles	\$ 1,400 million
D	8.0 miles	\$ 910 million
Total	37.8 miles	\$ 4,420 million

Figure 12 depicts the phasing of construction based on usage by trucks. The first phase entails the construction of the two termini of the corridor. This phase was selected to be the first completed based on several criteria. First, the area where the connection of the I-710 with the SR-60 occurs currently presents many operational constraints that should be addressed and alleviated as soon as possible. The eastern end of the corridor, on the other hand, contains the heaviest volumes of trucks along the study area. The coupling of this fact with it being the third cheapest segment to build in the corridor makes the eastern end the most cost effective location to place the exclusive truck lanes.



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FIGURE 9.12
PHASING BASED ON USAGE

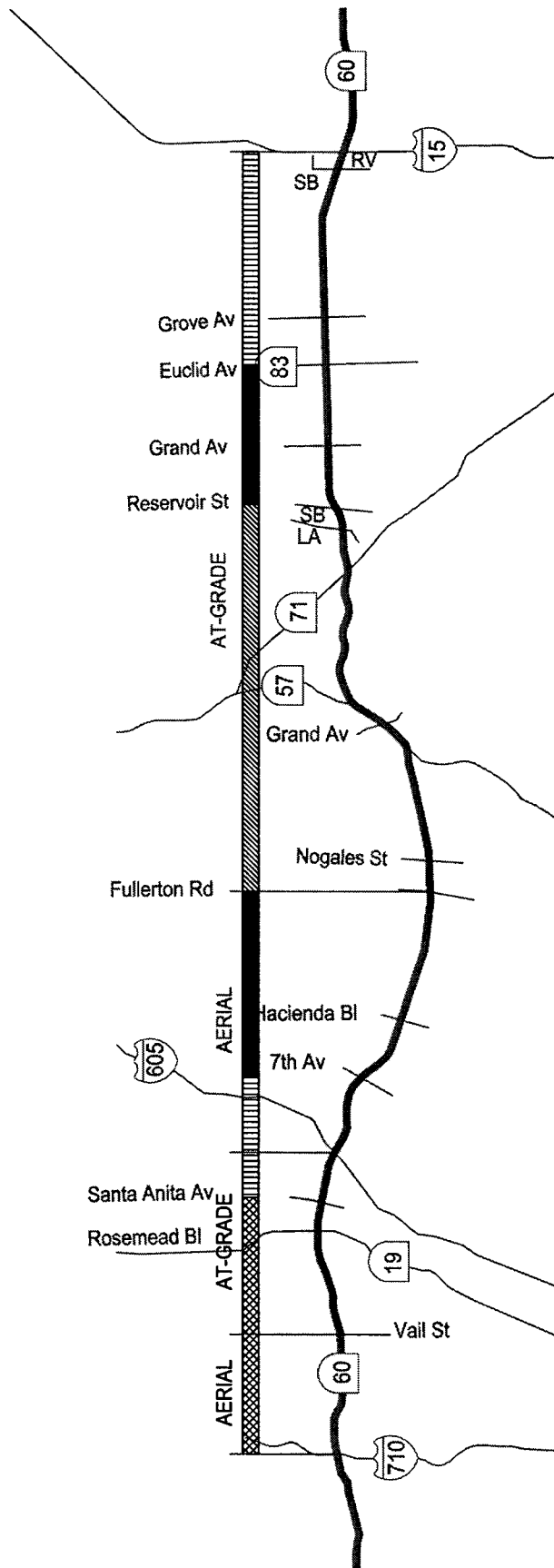
Having the two termini of the corridor placed in the same construction phase also results in a unique situation that can be viewed either as an advantage or as a disadvantage. Namely, by construction the two termini first, the boundaries of the exclusive truck lanes are firmly established. Therefore, this phasing creates an incentive for the full completion of the project. Clearly, the disadvantage of this construction staging involves the fact that in case the desire to limit the project to a shorter stretch arises, one of the ends would be rendered essentially useless.

Figure 13 depicts an alternative phasing of construction based on the reduction in need for mixed-flow lanes due to the truck lanes (“public benefit”)

IMPLEMENTATION IMPACTS

There are several improvements and enhancements required directly within or adjacent to the SR-60 right-of-way envelope as a consequence of the exclusive truck lanes project. The most obvious one involves the need of relocating, which in reality means rebuilding, all the existing access points along the freeway. In addition, new access points need to be provided for the new facility. The location and characteristics of these access points have been discussed in detail in Chapter 3. Another large improvement required at certain locations along the corridor involves the relocation of city streets. These streets may have to be moved away from the SR-60 freeway to provide additional right-of-way required to implement the exclusive truck lanes. The relocation of utilities such as power lines, street lighting, etc... will likely also be required in certain instances. The new facility will be designed to minimize, and hopefully eliminate, the need for relocation of the high voltage power lines. The utility poles used for phone lines, electricity and other services along the corridor may have to be moved though. Finally, the new truck lanes may require the relocation or addition of sound walls. Task 7 – Environmental Assessments – provides a comprehensive analysis of sound impacts and required mitigations as well as other environmental related issues.

SECTION I | SECTION II | SECTION III | SECTION IV | SECTION V | SECTION VI | SECTION VII | SECTION VIII



PHASING BASED ON PUBLIC BENEFITS

- PHASE A
- PHASE B
- PHASE C
- PHASE D



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FIGURE 9.13
PHASING BASED ON PUBLIC BENEFITS

Overall, the new facility should have a positive impact throughout the wider band of arterial streets and other facilities comprising the SR-60 corridor. These positive impacts stem primarily from the extra capacity added to the SR-60 freeway due to the construction of the new facility. Although this extra capacity may be quickly filled again by attracting new trips to the SR-60 freeway, many of these new trips are potentially trips diverted from the arterial streets and facilities surrounding the corridor. In other words, people currently using surface streets to avoid the freeway congestion may modify their travel patterns to utilize the freeway instead. On the short term, however, special precautions need to be taken to minimize impacts to these facilities during the construction period. These considerations should be addressed in a construction traffic management plan to be developed at a later time during a more advanced phase of this project.

Finally, the sensitivity to city street operations from truck concentration impacts was taken into consideration in this study, and it had an enormous influence in the selection of truck lanes access locations. These access locations were selected to occur at places with large truck concentrations due to the presence of warehouses, truck routes and other miscellaneous activities an example being access to the Ontario Airport. Since the access locations are very frequent and spaced at short intervals (see Figure 10), the truckers are not likely to modify their routes and utilize additional city streets to reach the new facility. Consequently, it is not foreseen that the new truck lane facility would be prejudicial to city-street operations.

INSTITUTIONAL CONSIDERATIONS

As large, complex transportation investments never before implemented in California (or elsewhere in the US), truck lanes in the 10/60 corridor will require entirely new institutional arrangements. The considerations going into such arrangements will include the opportunity and fiscal necessity of

- Using innovative user-fee financing for part of the cost
- Attracting federal loans/guarantees (such as under TIFIA)
- Partnership among local governments, the State and private entities

Models for candidate institutional arrangements are few:

- Alameda Corridor Transportation Authority—with the Ports as a surrogate for the private entities paying user fees and most local governments taking a minor role
- Alameda Corridor East Construction Authority—with only local governments, looking for how to engage the private entities whose trains might receive benefits
- Pasadena Blue Line Authority—with local governments and the “owner,” the MTA

With no more than 33% of project costs expected from user fees, it is unlikely that truck lanes could be “privatized” like the toll roads enabled by AB 680; therefore, a franchise or concession would not be a model.

For truck lanes in the SR-60 corridor, the parties that should play a role in implementation decisions are:

- The “owner,” Caltrans
- The private entities whose trucks might receive benefits, perhaps best represented by the California Trucking Association
- The local governments who will bear the primary impacts, the San Gabriel and San Bernardino Valley cities along or near the two routes
- The other major party to any likely financing scenarios, the federal government

Since it is unlikely that an institutional arrangement would be established that includes either the private sector (no precedent in California) or the federal government (no precedent in transportation in California), possible surrogates for these parties could be the Ports (which are unarguably generators of much of the truck traffic) and the State (which is typically the recipient of federal grants and loans).

For purposes of studying financial feasibility of truck lanes—assuming more study is needed beyond the current one—a “study committee” might make sense, consisting of Caltrans (or BT&H or the CTC), the SGV COG, the CTA, the Ports plus SANBAG and MTA (since it may take programming authority from other uses). The arrangement for implementation might become more obvious after the work of this committee.

If we had to identify an arrangement for implementation at this time, the simplest one would be for the State to take on the project, like they have done with HOV lanes. Since the truck lanes will involve user fees and probably local governments or the “users” must be represented, another simplistic arrangement would be a three-way joint powers authority comprised of the State (Caltrans), the Ports (one or both) and the Cities (through SGV COG and SANBAG)—and perhaps MTA, depending on the financing plans.

A more complex one might be a JPA with all proximate cities, the Counties, the State, both Ports plus the MTA and SANBAG.

Chapter 10
Conclusions / Recommendations

RECOMMENDATIONS

In light of our conclusions regarding feasibility, we make these recommendations:

1. SCAG should use the information produced by this Feasibility Study in the **update of the Regional Transportation Plan with respect to the role of dedicated truck lanes** in the overall transportation picture.
2. SCAG should **evaluate the effect of truck-lane user charges** on the economics of truck transportation in the region and the state, considering such factors as productivity changes and the potential for changes in the cost of fuel (e.g., under nationwide uniformity of diesel formulation).
3. **Caltrans, Los Angeles County Metropolitan Transportation Authority and San Bernardino Associated Governments** should decide the role of dedicated truck lanes in the transportation system and when they would consider taking the next step toward truck lanes in the SR-60 corridor.
4. **The next step in the SR-60 corridor** should be to prepare a major multi-modal corridor analysis (as in the I-710 and I-15 corridors) with engineering and environmental documentation that can be used for Project Study Reports for high-priority projects; that analysis should include full consideration of all potential alternative alignments, freight management techniques and capacity improvements for mixed-flow traffic as well as trucks.

Chapter 11

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